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Carnahan will speak about Senate plan, official says

Danforth assails critics of Ashcroft's campaigning

BY TERRY GANEY
Jefferson City Bureau Chief

JEFFERSON CITY — Roy Temple, executive director of the Missouri Democratic Party, said Thursday that he expects Jean Carnahan to say publicly before the election Nov 7 whether she will accept an appointment as U.S. senator should her late husband, Mel Carnahan, get the most votes in the election.

Temple said he does not know when the statement would come or what it would say. The Carnahan family would need time to talk over the prospects of a Senate appointment, he said.

"I seriously believe she will have something to say about this before the election," Temple said.

Gov. Roger Wilson, a Democrat, has said that if Carnahan defeated incumbent Sen. John Ashcroft, R-Mo., in the general election, he would ask the governor's widow to accept an appointment to the Sen-

ate.

Mel Carnahan, 66, his son Roger "Randy" Carnahan, 44, and campaign adviser Chris Sifford, 37, were killed in a plane crash while campaigning Oct. 16.

Temple spoke to reporters on the Capitol steps after five members of the Democratic state ticket rallied supporters not far from the spot where they had mourned Carnahan's death during memorial ceremonies last week.

The plane crash, coming three weeks before voters cast ballots in one of the closest elections in the state's history, has thrown the campaigns of both state parties into chaos.

Former Sen. John Danforth, a Republican, came to Ashcroft's defense Thursday, a day after former Sen. Thomas Eagleton, a Democrat, said that if Ashcroft couldn't beat a dead man, he didn't deserve to be in the Senate.

Danforth appeared with Ashcroft at a rally in Chesterfield that featured Barbara Bush, wife of former president George Bush. Danforth praised Ashcroft for putting his views up to scrutiny over the years but said scrutiny about Ashcroft continuing his campaign had gone too far.

"It's not right to take the great loss of our state out on this good man," Danforth said. "He is trashed on the front page of the newspaper for daring to be a candidate to the United States Senate and for daring to say anything I just don't think that's right."

Danforth was referring to Ashcroft campaigning Wednesday at a public grade school in Kirkwood. The school's principal was surprised by the political nature of Ashcroft's speech. The principal said he had been told Ashcroft planned to give a civics lesson.

During the rally Thursday, Ashcroft stood behind Danforth as he spoke. Other than introducing Danforth, Ashcroft did not address the rally. He has appeared in a political campaign commercial in which he says, "In times of tragedy, we draw strength from our families and the values we share." The commercial has angered people in Carnahan's camp, which has pulled all of Carnahan's commercials from the airwaves.

Danforth said Carnahan's death was a loss for the entire state, not just for Democrats.

"What I think is wrong is to take the highest feelings that we can have as people and to try to use

those for partisan political advantage, and that's what I think Governor Wilson is trying to do, and it's wrong," Danforth said.

Ashcroft left the rally early and dodged questions from reporters about being pitted against Jean Carnahan. Ashcroft said he's still a candidate for the Senate and wants to talk about issues.

The five Democratic candidates running for the state's five top offices flew to St. Joseph, Jefferson City and St. Louis on Thursday to energize supporters for the last 12 days of the campaign. In speeches on the Capitol steps, they encouraged people to "Keep the fire going," a reference to a memorial speech Robin Carnahan made about her father last Friday.

State Treasurer Bob Holden, Democratic candidate for governor, said he had not discussed Senate prospects with Jean Carnahan.

"That's a decision Jean has to make for herself," he said. "She's gone through a very tough week. I will wait and respect Jean's wishes."

Eric Stern of the Post-Dispatch staff provided information for this story.

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THE ASSOCIATED PRESS

Key Missouri Democrats (from left) at a rally Thursday in Jefferson City: Attorney General Jay Nixon, who is seeking re-election; Auditor Claire McCaskill; state treasurer candidate Nancy Farmer; secretary of state candidate Steve Gaw; and lieutenant governor candidate Joe Maxwell.

Title *Carnahan campaign is unsure about how exactly to proceed*

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Carnahan campaign is unsure about how exactly to proceed

Text of speech

Here is the statement Jean Carnahan read Monday when she announced that she would accept appointment to the Senate

Last week, a number of children came to visit me at the [Governor's] Mansion. Many brought cards, flowers, and teddy bears. One brought me his favorite comfort toy — a small purple frog — because he knew it would make me feel better. It sits on my desk as a reminder that some day I will feel better.

My husband and I shared more than 46 years together. Not only did we share a lifetime, we shared dreams. Those who worked with him know that his ideals and vision were contagious. He sincerely believed that one person could make a difference, if they took the risk of trying.

He took that risk for Missouri's children time and time again. He knew that next to love, education is the most powerful and lasting gift we can give one another. He also took the risk of standing up for the weakest among us by working to lessen the fears and insecurities of the elderly, sick and disabled.

He worked to reinvent government, to elevate the tone and manner of public discourse, and to rekindle civility in the public arena. He believed that government could be good, and noble, and worthy of our lives. He believed, as I do, that what makes the difference in the U.S. Senate — or any place else — is the direction of the heart.

While we grieve at the loss of the man whose life and vision inspired us all, this campaign was never about just one person. It was about giving a voice in the United States Senate to the everyday working families of Missouri — especially to children.

Eight days from now Missouri-ans will reaffirm their belief in self-government by going to the polls to vote. My husband's name will still be on the ballot. . . his memory still in our hearts. His vision for Missouri families can still prevail, if we want it to.

In recent days, I have spent a great many hours reading notes and expressions of sympathy from people all over the country. They warmed my heart — especially those from the children. I have learned so much from you. . . so much about the incredible triumph of the human spirit.

And now, with the support of my family and an abiding faith in a loving God, I've decided to do what I think Mel would want us to do. To keep the cause alive. To continue the fight for the values and ideals for which he lived.

Should the people elect my husband, I pledge to take our common dreams to the U.S. Senate. Now the choice is up to the people of Missouri. Mel always trusted them. And I do too.

— The Associated Press

It's unclear whether she will appear on TV

BY JO MANNIES

Post-Dispatch Political Correspondent

For a campaign like no other, perhaps it's not surprising that nobody involved seems sure of what road to take or what to do next.

"This is obviously not politics as usual," said Jim Jordan with the national Democratic Senatorial Campaign Committee, among the parties involved.

With only a week to go before Election Day, key decisions have yet to be made:

- Whether to run television spots
- Whether to do campaign events

And, most important, how visible should Jean Carnahan be in the precedent-setting resurrection of the late Gov. Mel Carnahan's campaign for the U.S. Senate?

"There is no plan here," said Marc Farnella, campaign manager for what has become, in effect, a joint Carnahan candidacy.

The governor's 23-month bid to unseat Sen. John Ashcroft, a Republican and longtime nemesis, had initially seemed to end with his death in an Oct. 16 plane crash that also took the lives of Carnahan's eldest son and a key aide.

FBI/DOJ

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But two weeks later, Carnahan's campaign is seeing his strongest lead ever in the polls. And his widow, Jean Carnahan, agreed Monday to serve in his stead if he wins.

Her announcement ended days of semi-suspense — amid heavy media coverage — that began when party activists began beseeching Jean Carnahan to take up her husband's cause. A week ago, new Gov. Roger Wilson, who under state law would appoint someone to fill the vacancy, announced that he would ask Jean Carnahan to serve a two-year term if her late husband wins.

"Beauty-salon talk"

All this attention came about without a Carnahan ad on the air since the crash.

"This is the sort of thing that is water-cooler and beauty-salon talk," said pollster John Zogby, whose firm is tracking the contest for the Post-Dispatch. "It's the sort of thing that spreads because people will both mourn and gossip."

To hear some close to the Carnahan family talk, the resurrection of Mel Carnahan's candidacy began with Ashcroft's Senate floor speech a few days after the plane crash.

"John Ashcroft did not share Mel Carnahan's values. John Ashcroft was trying to wrap himself in Mel Carnahan's legacy," said Farinella. "It was insincere and inappropriate."

Such criticism — after several weeks of silence from the Carna-

han campaign — is expected to be heard more in the final days.

"We're going to continue to point out that Ashcroft is saying one thing when he's really doing another," Farinella said. "We are going to hold him accountable to the truth."

Such renewed enthusiasm stems from the campaign's bolstered optimism. Since Saturday, Carnahan headquarters in University City has been packed with volunteers — more than 1,000 over the last three days, organizers say. They've been stuffing envelopes with buttons that declare "I'm Still for Mel" and copies of a letter signed by former Sen. Thomas F. Eagleton, among others.

The campaign is sending out 750,000 copies of the letter, which exhorts readers to vote for Mel Carnahan "to carry on his vision, his principles, and the proud tradition of public service he established here in Missouri."

The letter's religious overtones are strong. "Mel Carnahan may have gone to a greater place. But the decency and honor he brought to our state are still with us. And the greatest legacy we could leave for him would be to ensure those values, principles and dedication are continued."

The envelope carries a biblical quote. "Know ye not that there is a prince and a great man fallen this day."

The Carnahan campaign paid for the buttons and the letters with some of the \$1.5 million it got back by canceling prepaid time for airing television ads.

It's still undecided whether the campaign will buy back some TV time and feature Jean Carnahan. Strategists appear split. "I could see her running some really soft ads," said Stuart Rothenberg, who publishes the Washington-based Rothenberg Political Report that tracks congressional campaigns. Her aim should be to emphasize that the continued campaign is "a memorial to her husband," he said.

David Axelrod, a Democratic consultant in Chicago, said that Jean Carnahan doesn't need to campaign at all now that voters know she would accept Wilson's appointment.

"She has made herself available, and that's all she needs to do," he said. "To ask her to go out and campaign would be ghoulish."

Family's key role

What's made it easier, family and friends say, is the outpouring of support from all those who backed Mel Carnahan.

About 100 volunteers at the campaign office stopped their letter-stuffing Monday to watch quietly, and then cheer, as Jean Carnahan announced her decision from the family farm in Rolla, Mo. The event was broadcast live on most local television stations.

"She's really doing us a favor," said volunteer Grace Kuehler of St. Charles.

During rush hour Monday night, local activists with the Service Employees International Union already were at intersections distributing copies of a flier that declares, "Go Jean Go!"

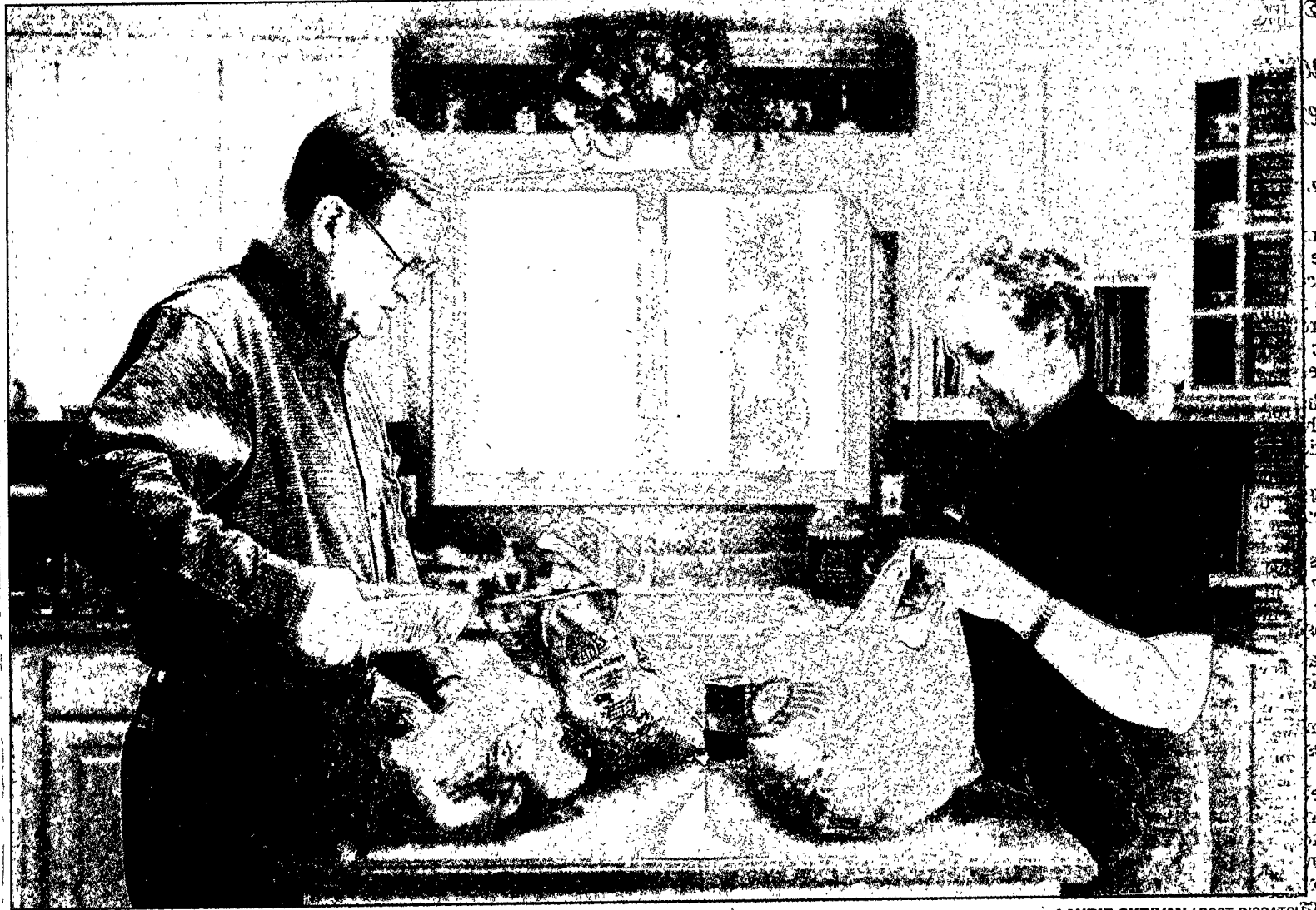
It features a picture of Mel and Jean Carnahan, and the memorial-service quote — first uttered by daughter Robin Carnahan — that has become a campaign slogan: "Don't Let the Fire Go Out."

By all accounts, the Carnahan family is calling most of the campaign shots.

At the Democratic Senatorial Campaign Committee, Jordan said the campaign's decision-making is as unusual as the circumstances. "It's very, very personal. It's based more on feeling and intuition than most campaigns," he said.

Any success is bittersweet. Observed Farinella: "It's a shame the governor isn't here to see all this."

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LURIE SKRIVAN / POST-DISPATCH

In a picture from last year, Mel and Jean Carnahan unpack groceries on their farm in Rolla, Mo. Friends and family of Jean Carnahan say that the outpouring of support from those who backed Mel Carnahan helped her make up her mind to serve in his stead if he wins.

(Mount Clipping in Space Below)

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Speeches give insight into Jean Carnahan's thoughts

Book published this year contains 26 addresses

BY VIRGINIA YOUNG

Post-Dispatch Jefferson City Bureau

JEFFERSON CITY — While Jean Carnahan may have no voting record, her thoughts on many issues are no secret. Earlier this year, she published a book of 26 of her speeches.

The speeches, which aides say Carnahan wrote herself, give a glimpse into her childhood in Washington, everyday life in the Governor's Mansion and her most deeply held beliefs and causes.

For example, she has called for more safe houses for abused women, tougher handgun safety laws and employer-sponsored child care.

While deftly weaving together personal and historical vignettes, Carnahan warns in one speech that she does not consider herself a public speaker. Indeed, the book is entitled "Will you Say a Few Words?"

"I am a storyteller," she said at a librarians' convention last year, "I find that taking a nugget or two of truth and wrapping it in a story makes both the message and the messenger more tolerable."

Carnahan, 66, grew up in a row-house on S Street in the Anacostia neighborhood of Washington, the

only daughter of a government worker and a beautician. In one speech, she tells how, as a 10-year-old, she tried to share her love of books with her grandmother.

Her grandmother finally confessed that she couldn't read. Growing up as the oldest girl on the family farm in Virginia, she had no time for schooling; she had to care for the house and children when her mother died.

Carnahan said she volunteered to teach her grandmother to read, and the two spent that summer reading the Bible, her grandmother's book of choice. Her grandmother lived to see Carnahan graduate from college, the first member of her family to do so.

In another speech, Carnahan explained that she first became aware of domestic violence from the whispers of her closest childhood friend, a victim herself. "She feared inviting me to her home," Carnahan said, as she helped dedicate a women's shelter in Rolla in 1994.

When she welcomed home National Guard members who served in Bosnia in 1996, Carnahan talked again of her childhood. As a youngster in the nation's capital, she said she often passed the building that houses the Declaration of Independence and the Constitution of the United States.

"Each time I did, I looked for the words engraved outside that historic building. The inscription read, 'Eternal Vigilance is the Price of

Liberty.' Or, as it was later explained to me, freedom is not free, it costs somebody."

Jean Carnahan met Mel Carnahan at a Baptist youth group when they were both 15. Introducing her husband during a speech in 1997, she recalled how she first became aware of his direction and perseverance.

"On our second date, he told me he was going to marry me and run for public office," Carnahan said. "I laughed. Marriage was the farthest thing from my mind at the time and I knew nothing about politics.

"But five years later we were walking down the aisle in the same church in which we had met. Five years after that, he was running for his first elective office."

A speech she gave in March 1999 focused on women who put their stamp on history. She chose Harriet Beecher Stowe, the author of Uncle Tom's Cabin, and Isabella Baumfree, a slave who later went by the name Sojourner Truth and became an abolitionist and advocate of suffrage.

Though very different, the two 19th-century women illustrate special traits that today's women share, Carnahan said. They had to be adaptive, triumphant and genuine.

Stowe struggled to find time to write with seven children and a hypochondriac husband. Despite constant interruptions, she finished 33 literary works, including the book that Abraham Lincoln said "started

this big war."

Baumfree was separated from her family at age 11 and sold to a new owner. Big and strong, she wound up working for the extended family. When a clan member married, Baumfree's 5-year-old son was given to the couple as a wedding gift. Baumfree became free in 1828 under a New York law that banned slavery and won a landmark decision to have her child returned.

Helping children is another theme of Carnahan's speeches. In February 1996, she explained the idea behind the Missouri Children's Fountain, which she had erected on the front lawn of the Governor's Mansion. It features three figures of children playing in the water.

Carnahan said that one figure depicts an African-American boy who was described by Agnes Hadley, the wife of Gov. Herbert Hadley, as the "little colored boy who stays in the barn from time to time."

"I couldn't get away from that phrase," Carnahan said in her speech. "Why was he there? Had he run away, been abused, or orphaned? We don't know. But today he is shown on the fountain, reminding us that no child should be left out — all should be included."

The book is available at the mansion gift shop during tours or by calling toll-free 877-526-8123 or using the Internet site, missourimansion.org. The \$15 price includes shipping.

149A-51-186162-76 Ad

(Mount Clipping  Space Below)



**ELECTION 2000
U.S. SENATE**

It's Jean Carnahan vs. John Ashcroft

Carnahan says she would fight for late husband's values

She serves if Mel Carnahan wins

By **TERRY GANEY**
Jefferson City Bureau Chief

ROLLA, Mo. — Jean Carnahan is willing to step into the shoes of her late husband, Gov. Mel Carnahan, should he defeat Sen. John Ashcroft in the general election a week from today.

In a 10-minute appearance Monday on the deck of the family's farm home, Jean Carnahan said that while she would accept an appointment to the U.S. Senate, she would not campaign "in the traditional sense" in her husband's place.

"I think that I'll be trying to let people be informed that a vote for Mel Carnahan is a vote they can make," she said. "It's a proper way to carry his ideals forward. They still have a choice."

Gov. Roger Wilson announced a week ago that if Mel Carnahan, a Democrat, gets more votes than Ashcroft, a Republican, Wilson would appoint the governor's widow in his place. She would serve a two-year term in the Senate until the general election of 2002. Republicans initially had raised legal questions about Wilson's announcement and whether Carnahan should remain on the ballot.

Jean Carnahan spent the weekend conferring with her family before making her response.

"I've decided to do what I think Mel would want us to do," she said. "To keep the cause alive, to continue the fight for the values and ideals for which he lived, should the people of Missouri elect my husband, I pledge to take our common dreams to the United States Senate. Now the choice is up to the people of Missouri."

Vice President Al Gore, campaigning in Wisconsin Tuesday, gave Jean Carnahan a heartfelt endorsement.

See Carnahan, A4

Carnahan

Says she'd fight for values of late husband

Continued from A1

"Jean Carnahan is an incredibly strong and capable person who was universally recognized as an equal partner with Mel in his career," Gore told the Post-Dispatch in an interview on his campaign bus. He said Jean Carnahan was the late governor's "equal in strength and intellect and stamina and contribution. And beloved by all who know her."

Gore declined to speculate on whether her decision would energize Democrats and increase turnout, thus helping Gore's own chances in Missouri.

Carnahan said she had to "reach deep inside myself" to make the decision. As she spoke, her three children, a daughter-in-law and two grandchildren stood behind her.

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"It wasn't something I did lightly or easily," she said. And she said no one had urged her to make the decision she finally announced. "In fact, people were very sensitive and they said if you do it, we'll support you, but there was no one urging me," she said. "It was a very personal decision that I made."

"I just so much believed in the dreams and the hopes that my husband had, I didn't want them to die," she added. "And I want to be a part of helping them to stay alive."

The announcement marked the latest development in one of the most unusual political dramas in the state's history. It began Oct. 16, when a campaign plane carrying the governor, his son, Randy, and campaign adviser Chris Sifford crashed in Jefferson County, killing all aboard. The crash plunged the Senate race into unknown territory, and strategists in both parties are struggling to respond to events in a respectful and sensitive way while still attracting voters.

"These are such extraordinary circumstances," said Marc Farinella, campaign manager for Mel Carnahan's campaign. "I think no one really knows what the next week holds for Jean Carnahan or anyone else."

Both political heavyweights, Mel Carnahan and John Ashcroft seemed to be locked in a tight race just before the accident. Polls done by Zogby International for the Post-Dispatch since Wilson's announcement have shown voters give Mel Carnahan an edge of about 6 percentage points over Ashcroft.

Farinella said that while the polls were gratifying, he was skeptical.

"The reality is no one has ever been here before," Farinella said. "You can't go by polls. We don't know if the polls are picking up reality or not. I think the next week is going to have very little to do with polls. There is no reason to believe whether they are capturing public sentiment one way or another. We are going to move forward and not worry too much about the polls."

Rick Hardy, a University of Missouri political science professor and once a Republican congressional candidate, said Ashcroft had to be very careful how he campaigned.

"It's very difficult for him to turn either way," Hardy said. "If he campaigns, he's criticized for not being respectful to the late governor and his widow. If he doesn't campaign, his supporters

might think he's not doing everything he can do to win the job."

Hardy suggested that Ashcroft campaign by recounting his record and asking for votes but not mentioning his opponent.

The Carnahans had been married for 46 years. She shared some of her husband's political and governmental duties and interests while he was legislator, treasurer, lieutenant governor, and governor.

Their two-story, white frame farm home is about six miles east of Rolla. Sturdy Belgian draft horses graze in nearby farm fields. It was at a kitchen table at the house, Jean Carnahan said, that she served as bookkeeper, scheduler and speechwriter for her husband's first campaign for state treasurer.

"I got a very early introduction to politics," she said. Later, after Mel Carnahan became governor, she was not content with rearranging the mansion's furniture and having tea parties.

"I wanted to use it as an opportunity to do something for Missouri's children, and I think I was able to do that," she said. She has been an advocate for childhood immunization and is involved in a project to develop more employer-supported, on-site day-care centers for working families.

She created a monthly "Children's Hour at the Mansion" and has written a history of the first families of Missouri titled "If Walls Could Talk." She has spoken on behalf of victims of domestic violence and raised funds for a Rape and Abuse Crisis Center as well as for Habitat for Humanity.

A graduate of George Washington University with a degree in business and public administration, Jean Carnahan has never held public office. She said that if she is appointed in her late husband's place, people will know "they are getting someone who they will know will go to the United States Senate and will cast their vote for the working families of Missouri. That's what this election is about," she said.

She said she got help reaching her decision by reading comments by Cokie Roberts, the daughter of Hale Boggs, a Louisiana congressman killed in a plane crash in 1972. Roberts' mother, Lindy Boggs, replaced her husband in the U.S. House.

"She said it was the best thing that happened to her mother because it was an outlet for her grief," Jean Carnahan said. "It gave her an opportunity to do something positive."

Roy Temple, executive director of the state Democratic Party, said he believed that Jean Carnahan better than anyone else can make the case that people should cast their vote for her husband. He said he expected that at some point "within limits" she would go public to state that case.

"There is no question she can do the job," Temple said. "She has been a full partner in Mel Carnahan's public life for over 40 years. She shares his vision and values for Missouri."

"We're really talking about a legislative position here," Temple said. "It's not like a governor who acts like a CEO. You're talking about a legislator, which is really about where your heart is, and Jean Carnahan's heart is very much in the same place where Mel Carnahan's heart was, and that's really what the choice is about on Nov. 7."

Jon Sawyer of the Post-Dispatch Washington bureau contributed information for this article.

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ROBERT COHEN / POST-DISPATCH

Jean Carnahan announces at the family farm in Rolla, Mo., that she would accept an appointment to the Senate. In front, at right, are her grandson, Andrew Carnahan, and his mother, Debra Carnahan.



LAURIE SKRIVAN / POST-DISPATCH

Sen. John Ashcroft speaks Monday at the home of Homer and Dorothy Johnston of north St. Louis County. He also campaigned Monday in Springfield, Kansas City and Columbia.

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Carnahan campaign is still grieving, remains undecided on ads, strategy

Officials reorder signs but aren't seeking donations

By JO MANNIES
Post-Dispatch Political Correspondent

CBS Nightly News is on the line, saying it wants to film the candidate on the stump. Almost every major news outlet in the country has called in the past 24 hours, eager for an update. But in the most unusual U.S. Senate campaign in the country, there's nothing to film and little

new to say. The day after announcing that she'd stand in for her late husband should he win, Jean Carnahan remained at the family farm in Rolla, Mo. Decisions remain on what sorts of ads to run or what sorts of events to hold before the election Tuesday. What is clear is that, although its candidate still has a slim lead in the polls, the Carnahan for U.S. Senate operation remains a campaign in mourning. At the headquarters nestled in the basement of an office
See Carnahan, A16

Carnahan

Campaign still grieves, is undecided on strategy

Continued from A1

building in University City, nobody has touched the two giant schedule boards that lay out the planned campaign events for the man on the ballot, Gov. Mel Carnahan, who died in a plane crash on Oct. 16. And when his son, state representative candidate Russ Carnahan, drops by Tuesday to quietly thank the volunteers packing the halls, some break down in sobs. Amid the embraces and hugs, Russ Carnahan is so moved that he doesn't speak. All of this helps explain why

some Carnahan supporters, who feel their candidate paid the ultimate price, get irked over what they see as an improper effort by his Republican rival — Sen. John Ashcroft — to portray himself as a victim. "I don't think he's honest," grouses Hyman Wice of Creve Coeur. He speaks as he fills another envelope with a "Still With Mel" button and a letter calling for the reader to still vote for Mel Carnahan on Tuesday. Wice and his wife, Marion Wice, are in their 80s. "We came in to work after the accident," Hyman Wice said. "We were supporting him anyway, and they need it even more now." The couple say they're committed to the cause. If Carnahan defeats Ashcroft, new Gov. Roger Wilson has said he will name Car-

nahan's widow, Jean Carnahan, to serve in his place. According to state law, she'd serve two years. Hyman Wice dismisses Republican assertions, some implied and some stated, that Jean Carnahan lacks the experience to serve in the Senate. "She's a woman of character. An intelligent woman. Well informed. She's had plenty of experience through her husband," Wice said. Campaign manager Marc Farnella also takes aim at any such slaps. "Jean Carnahan is a very accomplished person in her own right," he said. "Being in the U.S. Senate is about values. It's about how you're going to cast your vote. It's about your vision for Missouri and America. "Jean Carnahan shares Mel Carnahan's vision and values and she'll carry them to the U.S. Sen-

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ate. And that's what's important in a senator."

A few minutes later, Farinella added pointedly: "Mel Carnahan's values and priorities are not John Ashcroft's values and priorities. There's a big difference."

Left unsaid is how the Carnahan campaign will rekindle the assertions that the deceased candidate lodged for more than a year. That is namely that he — not Ashcroft — had a stronger record on improving public education. That he, not Ashcroft, backed stronger proposals for providing a prescription-drug benefit for the elderly and protecting Medicare and Social Security.

Until this week, the candidate's staff and his family have been in too much emotional distress to pay much attention. But now, they make clear that some sort of plan

is being discussed for pointing out the candidates' differences on the issues.

The campaign has reordered bumper stickers and signs but isn't soliciting more contributions, Farinella said.

The campaign declined comment on Ashcroft's newest television ad, which features retired Sen. John Danforth, a Republican. Danforth says in the ad, "What's happening today to John Ashcroft is just not right. . . ."

Meanwhile, the region's other well-known retired senator — Thomas F. Eagleton, a Democrat — is calling the Carnahan campaign daily to offer advice and support. Volunteers still chuckle over his blunt news conference last week, where he dismissed Republican questions about the legality of Mel Carnahan remaining on the

ballot. He accused Ashcroft of being afraid to run against a deceased candidate.

The only coming event posted at the campaign headquarters is one Friday called "A Tribute to Mel Carnahan and the Democratic Ticket." Singer Sheryl Crowe has agreed to perform at the benefit, to be held at the Pageant, 6161 Delmar Boulevard. Tickets are \$25 a person and \$15 for students. Any profit will go to Missouri's Children's Trust Fund, the charity the Carnahans have selected.

Crowe had helped Mel Carnahan raise money at a fund-raiser in September at the Chase Park Plaza. After the plane crash, Farinella said, "She called and said she wanted to do something."

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(Mount Clipping in Space Below)

Jean Carnahan speaks to voters in television ad

Sheryl Crow will support campaign with concert

By Jo MANNIES

Post-Dispatch Political Correspondent

Jean Carnahan will talk to Missourians in a 60-second television spot that begins airing today statewide, as part of the Democrats' renewed effort to elect her late husband to the U.S. Senate.

The spot is twice as long as the typical campaign ad and "a very personal sort of statement," said Marc Farinella, campaign manager for the late Gov. Mel Carnahan, who died in a plane crash Oct. 16, along with his eldest son and a top aide.

The ad was produced Wednesday at the family farm in Rolla, where Jean Carnahan has spent the last few days.

It is expected to give viewers a closer look at Jean Carnahan, who also is focusing on the vision and values of her husband. He was in a tight contest with Sen. John Ashcroft, R-Mo., and died while en route to a campaign rally. Under state law, Mel Carnahan remains on the ballot.

See Carnahan, A6

Carnahan

Jean Carnahan speaks to voters in TV spot

Continued from A1

On Monday, Jean Carnahan announced that she would accept a two-year appointment to the U.S. Senate should her husband defeat Ashcroft. New Gov. Roger Wilson would name someone to fill the seat should Ashcroft lose, and he said last week that he would ask Jean Carnahan to accept the job.

It's unclear how long the ad will air, or if the campaign will produce additional ones, Farinella said.

Besides the ad, the campaign's only other announced event is a concert and benefit Friday featuring singers Sheryl Crow and Don Henley and Academy Award-winning actor Kevin Kline. It will be held at The Pageant, 6161 Delmar Boulevard in St. Louis.

Crow and Kline are Missouri natives, and Crow's father was a law school classmate of Mel Carnahan's. Crow says the message will be that "his legacy will live on through Jean."

The television ad and the concert come amid a Post-Dispatch tracking poll indicating that an earlier apparent lead for Mel Carnahan has shrunk and could be gone.

Wednesday's results, based on 593 people interviewed over three days, show that 46.7 percent back Carnahan and 45 percent support Ashcroft. That's well within the margin of error of 4.1 percentage points for each figure. So Carnahan could have a bigger lead, or Ashcroft could be ahead.

State Democratic Party Chairman Joe Carmichael said polls at this point mean little, and that he's paying far more attention to the crowd of volunteers who continue to pack Carnahan's headquarters in University City.

"This is a true grass-roots movement. It's an energy we don't see in a typical political campaign," Carmichael said as he maneuvered between the tables of workers filling envelopes with pro-Carnahan letters and buttons declaring "I'm Still With Mel."

(Indicate page, name of newspaper, city and state.)

A1+A6, St. Louis Post Dispatch, St. Louis, Mo.

Date: 11/2/2000
Edition: Final *****

Title: Jean Carnahan speaks to voters in television ad

Character:
or
Classification: 149A-32-186162
Submitting Office: St. Louis

Indexing:

906

149A-32-186162-79 Rev

By Wednesday night, the campaign — helped by more than 1,000 volunteers — expected to have completed a massive mailing of 750,000 letters to households throughout the state.

In a telephone interview from California, Crow — a former teacher in Missouri — said she was getting involved because of her admiration for what Carnahan did to improve education.

She had headlined a Carnahan fund-raiser in September and recalled Wednesday that she had told the governor then that she was willing to do more. The night he died, she got a call from her parents and from Henley, a friend who also had been following the Carnahan-Ashcroft contest.

Crow said she then contacted Kline, who told her that he rarely gets involved in politics — but was willing to make an exception for Carnahan.

Henley and Crow will sing, while Kline will serve as master of ceremonies, she said.

Crow said she planned to make clear to concertgoers that they cannot write in Jean Carnahan's name on Tuesday's ballots. They must vote for Mel Carnahan. Such confusion could cost Carnahan the election, she said.

Any write-in votes for Jean Carnahan wouldn't count because she wasn't registered as a write-in by last Friday's deadline. The secretary of state's office also has noted that such votes could not be combined with any votes for Mel Carnahan. Carnahan backers accused the GOP of proposing the plan to split the Carnahan vote. Republicans have denied that, but also have dropped any write-in talk.

To contact reporter Jo Mannies:
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(Mount Clipping in Space Below)

In television commercial, Jean Carnahan vows to carry on late husband's vision



ROBERT COHEN/POST-DISPATCH

Jean Carnahan announces Monday that she would accept an appointment to the Senate if her late husband, Mel Carnahan, wins the election.

Experts differ on impact, effectiveness of ad

BY TERRY GANEY
Jefferson City Bureau Chief

Jean Carnahan went on television Thursday to tell voters that she's willing to accept an appointment to the U.S. Senate if her late husband, Democrat Mel Carnahan, defeats Republican John Ashcroft on Tuesday.

In a 60-second commercial broadcast throughout Missouri, Jean Carnahan looked into a camera and repeated the essence of a statement she wrote and delivered Monday at her home in Rolla.

"Mel Carnahan's name will still be on that ballot, and his vision for Missouri can still prevail, if we want it to," she said. "With the support of my family, I've decided to do what I think Mel would want

me to do — what he wants all of us to do — to keep fighting with all the strength we can muster for the values and ideals that he lived for."

Tony Wyche, a spokesman for

the Carnahan campaign, said Jean Carnahan wanted to complete the commercial "to speak directly to the people of Missouri and let them know what was on her mind about this situation."

"She wanted them to know that there is still something they can do if they want to see the values that Mel Carnahan and Jean Carnahan share," Wyche said. "If they want to see those taken to the Senate, there is something they can do and that is to go out and vote for Mel Carnahan."

Scott McClurg, a political science professor at Washington University, said his initial reaction to the ad was, "Wow, I can't believe she's doing this."

(Indicate page, name of newspaper, city and state.)

● AA, St. Louis Post Dispatch, St. Louis, Mo.
Date: 11/3/2000
Edition: Final *****

Title: *In television commercial, Jean Carnahan vows to carry on late husband's vision*

Character:
or
Classification: 149A-52-186162
Submitting Office: St. Louis

Indexing:

149A-52-186162 - 80 ACD

his legacy and vision," Robertson said. "Those are the messages that the commercial tried to convey, and I think it conveyed them effectively."

There were no other developments with the Carnahan campaign Thursday. Wyche said it was "doubtful" that Jean Carnahan would appear at a Friday benefit featuring singers Sheryl Crow and Don Henley and Academy Award-winning actor Kevin Kline. It will be held at The Pageant, 6161 Delmar Boulevard in St. Louis.

Secretary of State Bekki Cook released a statement challenging the notion that legal issues would keep Jean Carnahan from being seated in the Senate. Cook said it was entirely appropriate and legal for Gov. Roger Wilson to appoint Jean Carnahan after Jan. 3, should the office become effectively vacant if Mel Carnahan beats Ashcroft in the election.

Cook pointed out several cases in which appointments were made to replace deceased candidates for the U.S. House who got the highest

number of votes in the general election.

And Cook said it was "no more than a political ploy" to suggest that the Missouri law that allows for the appointment of someone in Mel Carnahan's place violated the U.S. Constitution. She said a person who got the second-highest number of votes in the election could not become a member of the Senate "because that person could not be deemed to have been elected under the laws of the state of Missouri."

"The United States Senate does not have the power to disenfranchise the voters of Missouri by disregarding votes cast for Mel Carnahan," Cook said. She said the Missouri law that allows for Wilson to make the appointment "is to ensure that voters are not disenfranchised when faced with the death of their candidate shortly before an election."

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"It seems to me they are politicizing the race," McClurg said. "At this point, their biggest advantage was that they were not political. Now, she has actually entered the political fray. I question the wisdom of that."

David Robertson, the chairman of the political science department at the University of Missouri at St. Louis, said the ad was effective.

"The primary impression it left with me is that she is earnest and courageous and that she is bound closely to her husband's career and

(Mount Clipping in Space Below)

Ashcroft avoids talk on legality of election

BY JO MANNIES
AND DEIRDRE SHESGREEN
Of the Post-Dispatch

Sen. John Ashcroft on Sunday called the legal speculation surrounding his opponent "a distraction" that takes away from the issues he's seeking to emphasize.

Ashcroft, R-Mo., attempted to focus on his campaign message during an interview Sunday on ABC's "This Week with Sam Donaldson and Cokie Roberts." But Roberts sought to get Ashcroft to take a position on some of the legal questions that some are raising about the continued candidacy of Gov. Mel Carnahan, who remains on the ballot despite his death.

Gov. Roger Wilson has announced that he plans to appoint the governor's widow, Jean Carnahan, to fill the seat should Mel Carnahan defeat Ashcroft on Tuesday. Under state law, Jean Carnahan would serve two years.

"I haven't wasted one second" on the legal speculation, Ashcroft said in the live interview. He added that he feared the continued talk was "going to get in the way of the voters" as they made their decisions on whom to support on Tuesday.

The broadcast also featured a taped segment with Jean Car-



Ashcroft
Speculation is "a distraction"



Carnahan
Doesn't want "pity" vote

nahan; a transcript had been released Saturday. Jean Carnahan said she didn't want voters to cast a vote for her husband out of pity but because they agreed with his stands on the issues.

"I like the idea that my husband stood for something," she said. Ashcroft said he preferred to talk about his "lockbox" approach for protecting Social Security's surplus plus and Medicare, and his proposal to set aside up to \$200 billion of the projected budget surplus for education spending.

Afterward, spokesman David James called the interview "an excellent opportunity for Senator Ashcroft to discuss his issues and the experience and leadership that he offers to Missouri."

The broadcast was part of a weekend that saw Ashcroft turn to old-fashioned, shoe-leather campaigning.

On Saturday morning, Ashcroft hit the tree-lined streets in the Old Farm Estates subdivision, between Maryland Heights and Creve Coeur. He literally was running from one house to the next to greet residents and ask for their votes.

"My name is John Ashcroft, and I'm running for the U.S. Senate," he said to folks as they opened their front doors or came down the driveway from their gardens and garages.

Ashcroft also turned on the charm, talking up one homeowner about his new aluminum siding, cooing and aahing over a silk-screening machine in another homeowner's garage, and peppering a third man with questions about his lawnmower.

"Is that a zero-turning radius — three blades or two?" Ashcroft asked about the lawnmower, even getting down on his hands and knees to peek at its engine.

Ashcroft's true state of mind, though, may have been best captured by a little piece of artwork on sale at the garage sale of Alex and Genelle Grieshaber, on Old Farm Drive.

On one table was a small needlepoint in a brown frame—a picture of a frog with the words: "When you're at the end of you're rope, tie a knot and hang on."

Genelle Grieshaber said that one of Ashcroft's aides spotted it and said he might buy it for the senator, who was still down the street at another house.

Grieshaber said she was going to give it to him, "But I got so excited when he came in the yard that I forgot about it."

(Indicate page, name of newspaper, city and state.)

A10, St. Louis Post Dispatch, St. Louis, Mo.

Date: 11/6/2000
Edition: Final *****

Title: Ashcroft avoids talk on legality of election

Character:
or
Classification: 149A-5L-186162
Submitting Office: St. Louis

Indexing:

[Handwritten initials]

Ashcroft planned to campaign today around the state.

The senator has been getting high-profile help. He joined Gov. George W. Bush of Texas and his father, former President George Bush, at recent rallies around the state. And former Sen. John C. Danforth, R-Mo., also has offered aid, appearing in an ad on Ashcroft's behalf.

Jean Carnahan spent the weekend at the family farm in Rolla, Mo. At the campaign headquarters in University City, activists were engaging in get-out-the-vote calls.

FBI/DOJ

149A-5L-186162-81 *[Handwritten initials]*

(Mount Clipping in Space Below)

U.S. SENATE

Carnahan's wife, Jean, is expected to serve

Voting problems in city may bring court challenge

By JO MANNIES
Post-Dispatch
Political Correspondent

The late Gov. Mel Carnahan appears to have achieved in death what he sought in life.

Incomplete election returns show Carnahan, who died in a plane crash Oct. 16, narrowly defeating the nemesis he had long sought to oust, Sen. John Ashcroft, R-Mo.

At 1:20 a.m., Carnahan held a slight lead statewide — 50 percent to 49 percent. "Carnahan has won. The race is over," said Jim Grebing, spokesman for the Missouri secretary of state's office. "He's rock-solid victorious."

That was due in part to his stronger showing in the city of St. Louis and St. Louis County. In the county — the state's largest bloc of votes — Carnahan had 262,896 votes, to 220,128 for Ashcroft.

In the city of St. Louis, Carnahan held more than a 3-1 edge in partial returns: 67,315 votes to 18,293. But Republicans were threatening to challenge some of the later votes, which have yet to be reported, because the city's polls were open about 45 minutes after the state's 7 p.m. closing time. A state appeals court blocked a Democratic effort to keep the city polls open later.

Carnahan's win makes him the first deceased candidate to win an election for the U.S. Senate. His widow, Jean Carnahan, has agreed to serve in his place. Under state law, she would serve a two-year term.

In a telephone call to Democratic supporters at the Chase Park Plaza, Jean Carnahan said: "I'm reminded that so many leaders did not see the fruits of their labor. ... We remain heirs of a legacy."

Ashcroft had not conceded by early this morning.

The contest, which started out as a battle between political opposites, is ending up as the most unusual — and one of the most-watched — Senate races in the country.

Exit polling by Voter News Service for the Post-Dispatch showed a narrow Ashcroft lead but within the poll's margin of error. Of the 1,400 questioned statewide, 50 percent supported Ashcroft compared with 49 percent for Carnahan. The margin of error was almost 2.7 percentage points, which means that any of the figures could be that much higher or lower.

New Gov. Roger Wilson said, "At the end of the night, we're going to have a governor, the senator and the entire ticket."

Of Jean Carnahan, he added: "I'm amazed at her strength. She has lost a husband and a son, and she is still taking care of the Democratic Party."

See Senate, A11

(Indicate page, name of newspaper, city and state.)

A1+A11 St. Louis Post Dispatch, St. Louis, Mo.

Date: 11 / 8 / 2000

Edition: Final *****

Title: *Carnahan's wife, Jean is expected to serve*

Character:

or

Classification: *149A-52-186162*

Submitting Office: St. Louis

Indexing:

(X) mf

149A-52-186162-82

Senate

Carnahan beats Ashcroft in emotional race

Continued from A1

Ashcroft predicted he would win and blamed any troubles on his decision to suspend campaigning for eight days after Carnahan's death.

"We have made an effort of respect with integrity that will end in victory," he told supporters early Tuesday night.

Later, Ashcroft told the crowd gathered at the St. Louis Marriott West hotel in Town and Country that he believed that the majority of voters liked his heavy emphasis on proposals to spend more federal money on education and his promise to protect Social Security and Medicare.

"I believe that kind of focus on issues is what the voters are rewarding this season," he said.

What began two years ago as a battle between two of the state's most well-known and popular figures took a turn into uncharted political territory when Mel Carnahan's small plane crashed in Jefferson County while he was on his way to a campaign rally in New Madrid, Mo. Also killed was his son and pilot, Randy Carnahan, and his top aide, Chris Sifford.

Since then, the campaigns have mainly been framed in terms of Mel Carnahan's legacy versus Ashcroft's experience. There's been little talk on the differing stands on issues that had been touted in attack ads for months.

Carnahan's high-profile state memorial service — which featured a eulogy from President Bill Clinton — also energized his supporters. His daughter, Robin Carnahan, tearfully declared from the state Capitol steps: "Dad, we won't let the fire go out."

Within days, new Gov. Wilson announced that he would appoint Jean Carnahan to fill his seat if he defeated Ashcroft. Six days later, Jean Carnahan accepted at a news conference aired live around the state. But since then, she has

stayed at the family farm in Rolla.

All that the public has seen of her has been a 60-second ad, in which she told viewers they still could vote for her husband, and a nationally broadcast interview with Cokie Roberts on ABC.

Meanwhile, Ashcroft has sought to be seen everywhere. He toured the state by bus and plane, to try to generate support.

"John Ashcroft has had to win this race twice," said state GOP chairman Ann Wagner of Ballwin. She asserted that he had been ahead at the time of the crash but then saw his numbers plummeting as Carnahan's post-crash approval

ratings rose.

Democrats say that their polls showed Carnahan with a slight edge at the time of the crash.

What is indisputed is that post-crash polls by various news media outlets, including the Post-Dispatch, showed Carnahan either slightly ahead or the race in a statistical tie.

Still, the mood was upbeat Tuesday night among the hundreds of Republican supporters gathered at the Marriott West hotel. The same was true of the Democrats' party in the Khorassan Room at the Chase.

Republicans continued their attack against the Post-Dispatch,

which some in the GOP allege skewed its coverage in favor of Carnahan. Activists at the ballroom distributed fliers that call for people to cancel their subscriptions to the newspaper.

"The time is now for Republicans to band together . . . (and) inform the Post that subscriptions will not be renewed until such time as the Post-Dispatch demonstrates that it is capable of reporting political news objectively and impartially," the flier said.

Executive Editor Richard K. Weil Jr. said: "In our news columns, we make every attempt to be fair and balanced. We're fixated on that goal. During the campaign season, we talk about it and re-evaluate our performance every day. On our editorial page, the editorial staff gives its opinion."

Carnahan, 66, was ending his second term as Missouri governor. He previously had served one term each as the state's lieutenant governor and state treasurer. He also is credited with rebuilding the state Democratic Party in 1992, during his first bid for governor.

Ashcroft, 58, a native of Springfield, Mo., has spent almost three decades holding Missouri state-wide office. In 1972, he was appointed state auditor when the incumbent, Christopher S. Bond, was elected governor. Ashcroft lost a bid for a full term in 1974. But he bounced back in 1976 when he was elected Missouri attorney general. That win and his subsequent four victories — for re-election as attorney general, for governor twice and for U.S. senator — have all been by comfortable margins, 55 percent or more.

Even Texas Gov. George W. Bush participated in Election Day efforts on Ashcroft's behalf. In an automated telephone call to 150,000 households around the state, Bush asked the listener to help Ashcroft and send him back to the Senate. The Missouri Republican Party paid for the calls, a spokesman said.

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ROBERT COHEN/POST-DISPATCH

Jean Carnahan (left) waits while her daughter, Robin Carnahan, votes Tuesday morning at American Legion Post 270 in Rolla, Mo. Jean Carnahan has agreed to serve the term of her late husband, Gov. Mel Carnahan, should he win in the race against incumbent U.S. Sen. John Ashcroft, R-Mo.



THE ASSOCIATED PRESS

At the Marriott West in St. Louis County, Sen. John Ashcroft, R-Mo., tells supporters that his Senate race with the late Gov. Mel Carnahan is too close to call Tuesday.

P 13, St. Louis Post Dispatch, St. Louis, Mo. Date: 11/27/2000 Edition: Final *****

Carnahans carry on tradition of serving food to poor

Title: Carnahans carry on tradition of serving food to poor

Character: or Classification: 149A-32-186162 Submitting Office: St. Louis

Indexing:

Jean and her son Russ help out at Salvation Army Harbor Light Center

THE ASSOCIATED PRESS

For the first time in seven years, Mel Carnahan couldn't be there with his wife, Jean, when she served hundreds of plates of food to the poor at the Salvation Army Harbor Light Center in St. Louis.

But she wasn't without family Wednesday as she continued a Thanksgiving eve family tradition.

"We lean on each other in times like these," Jean Carnahan said before she was joined by son Russ and his wife, Debra, in the service line, all three donning plastic aprons and hairnets.

"It's just something Mom and Dad did for years, and it means a lot to the family," said Russ Carnahan, the Democratic state representative-elect from south St. Louis.

The governor died in a plane crash Oct. 16 with son Roger and close adviser Chris Sifford.

Mel Carnahan was elected to the U.S. Senate three weeks after the crash, defeating incumbent Republican John Ashcroft. Gov. Roger Wilson plans to appoint Jean Carnahan to the seat.

The Carnahans helped dish out about 500 meals Wednesday in St. Louis, a Salvation Army spokesman said. The Harbor Light was saving the turkey for Thanksgiving, but ham, green beans, sweet potatoes, rolls and lemon meringue pie were on the menu Wednesday night.

On Thursday, the center planned to serve about 1,200 meals, about half of which were donated by the Radisson Hotel in downtown St. Louis. The day after the Carnahans' visit, 52 volunteers started coming in at 3:30 a.m.

The dinner was among several served by various charitable organizations throughout the area.

Simon Hunt, 39, said he's been living for two weeks in the halfway house upstairs from the Harbor Light kitchen, recovering from drug addiction. He said he was

downstairs to eat, not necessarily to meet his next U.S. senator. But he said he was glad to have her visit.

"I hope she's over her loss, and I wish her well," Hunt said.

The absence of Mel Carnahan was felt by Salvation Army work-

ers, who had grown accustomed to his visit every year.

Janet Renner, 43, has been Harbor Light's food services coordinator for the Carnahans' past five annual visits.

"It's sad for me," Renner said. "There was not one client or resi-

dent who came through that line that didn't know the governor was here to recognize them as an individual.

"He had a smile for everyone

149A-32-186162-83



KEVIN MANNING / POST-DISPATCH

Jean Carnahan dons a hairnet Wednesday to serve dinner at the Salvation Army Harbor Light Center downtown. She and her late husband, Mel, began helping out there seven years ago. Jean Carnahan, her son Russ and his wife, Debra, helped dish out about 500 meals Wednesday, a Salvation Army spokesman said.

PHOTO BY

(Mount Clipping in Space Below)

Carnahan crash figures in alert on maintenance of aircraft

FAA warns of problems with vacuum-powered cockpit instruments

Cause remains under investigation

BY KEN LEISER
Of the Post-Dispatch

Eight months after the fatal crash of Gov. Mel Carnahan's campaign plane, federal aviation officials are urging certain small-aircraft owners to routinely check vacuum-powered instruments and possibly install backup gauges.

A "special airworthiness information bulletin" dated Thursday didn't mention the Carnahan crash by name but referenced "a recent Cessna C335 accident" in which "the pilot reported problems with a directional gyro."

Pilot Roger "Randy" Carnahan, the governor's son, reported trouble with the primary attitude indicator — also known as an artificial horizon — on his Cessna 335 on Oct. 16, just minutes before the plane crashed near Hillsboro.

Killed in the crash were Gov. Carnahan, Randy Carnahan and campaign aide Chris Sifford.

The younger Carnahan was flying under instrument flight rules because of rainy weather.

The cause of the accident still is under investigation by the National Transportation Safety Board.

See Plane, B5

Plane of Carnahan crash figures in maintenance alert

Continued from B1

Federal Aviation Administration spokeswoman Elizabeth Isham Cory said Thursday's bulletin amounts to a nonmandatory recommendation to pilots and aircraft operators.

An FAA review of service difficulty reports found that there were 2,003 reports of failed vacuum system components over a 27-year period, according to the

bulletin.

However, it left open the possibility of mandatory recommendations in the future.

The bulletin targets owners of certain small aircraft with gyroscopic instruments powered by "dual vacuum or pressure sources" and have certain Airborne Air & Fuels Products check valve manifold or parts.

Airborne, a subsidiary of Parker Hannifin Corp., had identified a "potential latent failure of their check valves which could lead to a dual vacuum or pressure system failure," the bulletin says.

A bad check valve "could allow a faulty vacuum or pressure source not to be isolated." Loss of

vacuum pressure could result in misleading information being displayed on a pilot's flight instruments.

The FAA bulletin says there have been 13 failures of Parker Hannifin check valves in the past 22 years, including two last year.

It recommends that aircraft operators start each vacuum source separately and watch vacuum gauges to ensure proper operation before flying in instrument conditions.

A second option, according to the bulletin, is to install an "FAA-approved backup attitude indicator" that runs off a separate power source.

The Carnahan and Sifford families

(Indicate page, name of newspaper, city and state.)

St. Louis Post Dispatch
P. B1-2 St. Louis, MO.

Date: 6-22-01
Edition: FINAL *****

Title: Carnahan crash figures in alert on maintenance of aircraft.

Character:
or
Classification: 149A-32-186162
Submitting Office: St. Louis

Indexing:

ilies have filed suits alleging the Cessna's flight instrument system was "unreasonably dangerous."

But lawyers for Cessna, based in Wichita, Kan., and Parker Hannifin filed court papers seeking to shift part of the blame for the accident to Randy Carnahan, the pilot.

In addition, maintenance records show that certain parts of the flight instrument system on the plane had been replaced in the days before the fatal crash.

The records show that a non-working left-engine vacuum pump and inoperative co-pilot's attitude indicator had been replaced.

Reporter Ken Leiser
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Phone: 314-340-8119

149A-32-186162-84

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 08/31/2001

To: St. Louis

Attn: SA [redacted]
SA [redacted]

b6
b7C

From: Laboratory
Investigative Support Section/Investigative and
Prosecutive Graphics Unit/Room 1B224
Contact: [redacted]

Approved By: [redacted] *RAB*

b6
b7C

Drafted By: [redacted] *pm*

Case ID #: 149A-SL-186162

Title: CRASH OF MISSOURI GOVERNOR MEL CARNAHAN'S AIRCRAFT;
MELVIN E, CARNAHAN - VICTIM;
ROGER ANDREW "RANDY" CARNAHAN - VICTIM;
CHRISTOPHER DALE SIFFORD - VICTIM;
10/16/00;
DESTRUCTION OF AIRCRAFT

Synopsis: The St. Louis Division has requested assistance from the Laboratory Division in compiling three dimensional computerized images of the crash scene. These images should depict topography, tree strikes, and human remains/aircraft positions.

Reference: 149A-SL-186162 Serial 71

Administrative: Re telcalls from St. Louis SA [redacted] and SA [redacted] EC dated 01-29-2001, EC dated 02-05-2001

b6
b7C

Package Copy: Being forwarded under separate cover is one CD containing a movie file and still images.

Details: The Evidence Response Team (ERT) of the St. Louis Division performed a crime scene survey with the Missouri State Police following the crash of Governor Carnahan's plane. This data was sent to the Investigative and Prosecutive Graphics Unit (IPGU) of the Laboratory Division for processing into three dimensional computer images. Enclosed is a preliminary rendering of the scene. The yellow dots are the plane parts and the blue dots are the body remains. The trees located during the survey are also included. The movie file can be viewed with Quick Time, which can be downloaded from Apple.com, or it can be inserted into PowerPoint. This CD serves only as a preliminary rendering.

149A-SL-186162-85

SEARCHED	INDEXED
SERIALIZED	FILED <i>12</i>
SEP 5 2001	
FBI - ST. LOUIS	

Q

To: St. Louis From: Laboratory
Re: 149A-SL-186162, 08/31/2001

The original request is for an interactive presentation, which will be supplied at a later date.

◆◆



b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 11/15/2001

To: St. Louis

From: St. Louis

Squad 4

Contact: SA [Redacted]

b6
b7C

Approved By: [Redacted]

b6
b7C

Drafted By: [Redacted]

:djm

- Case ID #: 7A-SL-185679 (Pending Inactive)
- 9A-SL-186754 (Pending)
- 9A-SL-183936 (Pending Inactive)
- 87B-SL-186536 (Pending)
- 87B-SL-186182 (Pending Inactive)
- 87B-SL-178227 (Pending)
- 87G-SL-186797 (Pending)
- 88E-SL-181338 (Pending Inactive)
- 91A-SL-187141 (Pending)
- 91A-SL-187058 (Pending)
- 91A-SL-186978 (Pending)
- 149A-SL-186162 (Pending)
- 164C-SL-187022 (Pending)
- [Redacted] (Pending)
- [Redacted] (Pending)

b2
b7D

Title: [Redacted]

b6
b7C

ART THEFT; SOLUTIA INC; ET AL

[Redacted]

b6
b7C

GOVERNOR MELVIN CARNAHAN; ET AL

[Redacted]

b6
b7C

[Redacted]

b2
b7D

Synopsis: Unaddressed work.

CLASSIFIED BY: [Redacted]

DATE: 11-16-01

149A-SL-186162-84 [Signature]

To: St. Louis From: St. Louis
Re: 7A-SL-185679, 11/15/2001

Details: Due to tasking from PENTTBOMB; Major Case 182, file number 265A-NY-280350, the above captioned files have received little to no attention since 9/11/2001. It is uncertain when events will allow full attention to be refocused onto these cases.

◆◆
319djm01.ec

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 03/01/2002

To: St. Louis

Attn: SA [redacted]

b6
b7C

From: Laboratory

Investigative Support Section/IPGU/1B224

Contact: [redacted]

b6
b7C

Approved By: [redacted]

Drafted By: [redacted]:pme

Case ID #: 149A-SL-186162

Title: CRASH OF MISSOURI GOVERNOR CARNAHAN'S AIRCRAFT;
MELVIN E. CARNAHAN - VICTIM;
ROGER ANDREW "RANDY" CARNAHAN - VICTIM;
CHRISTOPHER DALE SIFFORD - VICTIM;
10/16/00;
DESTRUCTION OF AIRCRAFT

Synopsis: The St. Louis office requested the Laboratory Division to assist in compiling computerized images of the crash scene to include human remains evidence.

Reference: 149A-SL-186162 Serial 71
149A-SL-186162 Serial 72

Package Copy: Being forwarded under separate cover is one CD-ROM disk containing a preliminary interactive diagram of the human remains locations.

Enclosure(s): One CD-ROM

Details: The St. Louis Division's Evidence Response Team (ERT) assisted the Missouri State Highway Patrol (MSHP) in processing the crash scene where Governor Carnahan's plane went down on October 16, 2000. The St. Louis ERT requested the assistance of the Investigative and Prosecutive Graphics Unit (IPGU) in processing the survey data which MSHP collected at the scene. In continued support of this investigation, IPGU has created an interactive diagram of the scene locating the human remains as listed in the survey record. Each evidence number includes a description and some evidence numbers include photographic images as requested by St. Louis ERT. IPGU requests SA [redacted] to review the enclosed diagram and to contact IPGU with comments. This diagram is to be considered preliminary as it contains only the body remains portion of the evidence. Upon review, IPGU will complete this assignment.

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SERIALIZED	FILED
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149A-SL-186162-87

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 04/05/2002

To: St. Louis

Attn: SA [redacted]

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From: Laboratory

Investigative Support Section/IPGU/1B224

Contact: [redacted]

Approved By: [redacted]

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Drafted By: [redacted]

pme

Case ID #: 149A-SL-186162

Title: CRASH OF MISSOURI GOVERNOR CARNAHAN'S AIRCRAFT;
MELVIN E. CARNAHAN - VICTIM;
ROGER ANDREW "RANDY" CARNAHAN - VICTIM;
CHRISTOPHER DALE SIFFORD - VICTIM;
10/16/00;
DESTRUCTION OF AIRCRAFT

Synopsis: The St. Louis office requested the assistance of the Laboratory Division (LD) in compiling computerized images of the crash scene to include human remains and plane debris evidence.

Reference: 149A-SL-186162 Serial 71
149A-SL-186162 Serial 72

Administrative: Reference Electronic Communication (EC) from SA [redacted] St. Louis Division (SL), dated 01/29/2001.

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Package Copy: Being forwarded under separate cover are two CD-ROM disks containing an interactive diagram of the human remains and plane debris locations.

Enclosure(s): Two CD-ROMs

Details: The SL Evidence Response Team (ERT) assisted the Missouri State Highway Patrol (MSHP) in processing the scene where Governor Carnahan's plane crashed on October 16, 2000. The SL ERT requested the assistance of the Investigative and Prosecutive Graphics Unit (IPGU), Laboratory Division (LD) in processing the survey data which MSHP collected at the scene. In continued support of this investigation, the IPGU created an interactive diagram of the scene locating the human remains and plane debris field as listed in the survey record. Each evidence number includes a description link and some evidence numbers include photographic image links as requested by SL ERT. The evidence logs for the human remains and plane debris fields utilize the same numbering system. As a result of this numbering system, a search for evidence must be performed on the said field diagram. For future reference, numbering systems for different

OCT 1 2002

[Handwritten signature]

149A-SL-186162-88

Never received in SL. w

To: St. Louis From: Laboratory
Re: 149A-SL-186162, 04/05/2002

evidence fields should have different sequencing. The IPGU requests SL to review the enclosed CD and contact IPGU with any changes.

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FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 10/08/2002

To: St. Louis

From: St. Louis
Squad 4

Contact: SA [redacted]

Approved By: [redacted]

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Drafted By: [redacted] djm *[signature]*

Case ID #: 149A-SL-186162 (Pending Inactive)

Title: CRASH OF MISSOURI GOVERNOR
MEL CARNAHAN'S AIRCRAFT;
EL AL

Synopsis: Request to change case status to Pending Inactive.

Details: SA [redacted] was contacted on 10/08/2002 to determine the status of captioned case. SA [redacted] stated that the NTSB has not released its final report on the incident, and therefore the case can not be closed. Also, before the case can be closed the disposition of items held in evidence must be determined. These items were said to be personal property and mementoes of the deceased which are contaminated by bodily fluids. They have been maintained in a freezer since they were collected. The final disposition of these items may be at the discretion of the Carnahan and Sifford families. No investigative activity is being conducted in this case, and it is unknown when matters will allow this case to be closed.

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Request to change the status of this case to Pending Inactive.

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281djmo1.ec

UPLOADED TO AOS/ECF:
BY SL W 10-16-02

Place in Pending Inactive

149A-SL-186162-89 *[initials]*

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 12/23/2002

To: St. Louis

From: St. Louis
Squad 4

Contact: SA [redacted]

Approved By: [redacted]

Drafted By: [redacted] : djm

Case ID #: 149A-SL-186162 (Pending Inactive)

Title: CRASH OF MISSOURI GOVERNOR
MEL CARNAHAN'S AIRCRAFT;
EL AL

Synopsis: Request to reassign case.

Details: Due to the recent assignment of SA [redacted] to Squad 4 (DT/IT), it is requested that the above captioned case be reassigned to a 5 Squad Agent.

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357djm07.ec

UPLOADED TO ACS/ECF
BY SL 1-14-03

Re-assign to: [redacted] *Squad 5 agent*
#4 [initials] #5 [initials]
149A-SL-186162-90

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FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 05/15/2003

To: St. Louis

From: St. Louis

Squad 5

Contact: SA [redacted] 2650

Approved By:

[redacted] TBN/dwv

Drafted By:

[redacted] gwf/ [signature]

Case ID #: 149A-SL-186162 (Pending Inactive)

Title: CRASH OF MISSOURI GOVERNOR
MEL CARNAHAN'S AIRCRAFT;
ET AL

Synopsis: For information of file.

Details: Writer contacted SA [redacted] on May 15, 2003, regarding the status of captioned case. SA [redacted] is the main contact between the FBI and the National Transportation Safety Board (NTSB). During the last month, the NTSB has submitted the final report on the crash of Governor Carnahan's plane. SA [redacted] stated that she will document NTSB findings to the file within 60 days of this date based on her workload. SA [redacted] has also made preliminary contacts with the families of Carnahan and Sifford regarding the disposition of personal items held in evidence. The captioned case will be closed upon the final disposition of items in evidence.

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135gwf04.ec

UPLOADED TO ACS/ECF:

BY SL Ch 5/19/03

TBN/dwv [signature]

149A-SL-186162-91

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FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 09/22/2003

To: St. Louis

From: St. Louis

Squad 6

Contact: SA [redacted]

Approved By: [redacted]

BBu/HB

Drafted By: [redacted]

Case ID #: 149A-SL-186162 (Pending)

Title: CRASH OF MISSOURI GOVERNOR
MEL CARNAHAN'S AIRCRAFT;
ET AL

Synopsis: NTSB final report.

Details: Attached is the NTSB's final report of Governor Carnahan's airplane crash. NTSB determined that the failure on the part of the pilot to control the airplane was due to spatial disorientation.

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265mlw02.ec

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UPLOADED TO ACS/ECF:

BY SL 9/25/03 EWH

#16 lu

#5 BBu/HB

[redacted]

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149A-SL-186162-92

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Arlington, Texas

February 25, 2001

OPERATIONS GROUP CHAIRMAN'S FACTUAL REPORT

A. ACCIDENT: CHI01MA011

Operator: Roger Andrew Carnahan
Location: Hillsboro, Missouri
Date: October 16, 2000
Time: 1933 Central Daylight Time
Aircraft: Cessna 335; N8354N; Serial Number 3350063

B. OPERATIONS GROUP IDENTIFICATION

The group met on October 20, 2000, at the accident site. The following group members participated in the investigation:

[Redacted]

Operations Group Chairman
NTSB SCR
Arlington, TX 76011

[Redacted]

FAA, AAI-100
800 Independence Ave., SW
Washington, DC 20591

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C. SUMMARY

On October 16, 2000, at 1933 central daylight time¹, a Cessna 335, N8354N, collided with the terrain near Hillsboro, Missouri, following a loss of control in flight. The commercial instrument rated pilot and his two passengers were fatally injured. The airplane was destroyed by impact forces. The flight departed the St. Louis Downtown Airport (CPS) in Cahokia, Illinois, at about 1915, en route to New Madrid (EIW), Missouri, on an instrument flight rules flight plan. About 5 minutes after takeoff, while in instrument meteorological conditions, the pilot reported having problems with the primary attitude indicator. The pilot was

¹ All times are Central Daylight Time (CDT) based on a 24-hour clock, unless otherwise noted.

attempting to reach visual flight conditions when the loss of control occurred. The business flight was being conducted under 14 CFR Part 91 .

D. DETAILS OF THE INVESTIGATION

The Operations Group was formed on October 20, 2000, where upon that date, the group was appraised of the accident information. The pilot experience was obtained from the pilot's logbooks, telephone interviews with various pilots/flight instructors who had flown with the pilot, campaign flight logs, flight logs from an aircraft co-owned by the pilot, and flight logs from another airplane flown by the pilot. [REDACTED] was enlisted on November 16, 2000, from the NTSB's Human Performance Division to assist in determining the pilot's 72-hour history.

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E. HISTORY OF FLIGHT

The commercial pilot planned a flight to transport the Missouri State Governor and his assistant to New Madrid, Missouri, from St. Louis, Missouri. The pilot called the St. Louis Flight Service Station (FSS) at 1811:16, and informed the weather briefer that he had already received a "briefing for a flight from St. Louis Downtown (Downtown Parks CPS) to New Madrid (EIW) and over to Jefferson City (JEF)" and wanted an "update and get the flight plan on file." The pilot estimated that it would take 1 hour to fly to EIW that night. The pilot estimated that he had 4.5 hours of fuel on board, and stated that there would be three people on board.

The weather briefer reported the weather conditions at CPS as: wind from 010 degrees at 9 knots; visibility 2 statute miles in rain and mist; ceilings 600 feet broken, 1,000 feet broken, 2,500 feet overcast; temperature 15 degrees; dew point 14 degrees. He then continued with Dyersburg (airport in the vicinity of New Madrid) weather, which was reporting 6,000 feet cloud bases and 10 miles visibility. The briefer continued to tell the pilot about a thunderstorm that was located 15 miles southeast of Cape Girardeau, and a line of thunderstorms, which stretched from Cuba down to Flippin. He indicated that he thought the line of thunderstorms was not important because the pilot was flying to EIW first. The pilot estimated that he would depart around 1830. The briefer reported the route forecast, which forecast the ceilings to be between 2,000 and 3,000 feet, and the visibilities to be between 3 and 5 miles in rain showers. The briefer then continued with a weather report for the leg from EIW to JEF.

The weather briefer asked if the pilot wanted to file an altitude for the flight plan, to which the pilot answered 5,000 feet, but then changed it to 7,000 feet. The pilot then changed his departure time to 1845, and indicated that he wanted to fly direct to EIW. The pilot filed an additional flight plan for a 1-hour and 15-minute direct flight from EIW to JEF at 6,000 feet, and selected Columbia as that route's alternate.

The pilot purchased 26.9 gallons of 100LL fuel from Midcoast Aviation, which topped off the 50-gallon wing tip (main) tanks.

According to one of the security personnel that escorted the pilot to the airport, the pilot called for the weather briefing while driving to the airport. The pilot then went into the fixed base operator to pay for the fuel and then checked the "weather conditions on the computer." When asked if he would be able to fly to EIW, the pilot stated that it was a lot clearer there and that they shouldn't have any problems. He added, "I've seen better days, but I've seen a lot worse." The security person stated that the pilot proceeded to his airplane and boarded. No comment on a preflight inspection was mentioned.

The security person added that the Governor and his assistant arrived and boarded the aircraft at 1845, and that he couldn't tell where the two passengers were sitting. He stated that the airplane proceeded to the runway at 1855.

Discussions with air traffic control (ATC) personnel at CPS indicated that the pilot was given the following clearance: "cleared to EIW as filed, climb and maintain 2,100, expect 7,000 ten minutes after departure, departing frequency 123.7, squawk 2561." The pilot then asked if he could depart from runway 12R, but was told that there were 3 airplanes that were inbound on the ILS² approach, so the pilot accepted runway 30L as his takeoff runway. The pilot was asked if he was ready for takeoff and he stated that he needed a few more minutes. At 1915:20, the pilot stated that he was ready for takeoff. The pilot's takeoff clearance was a left turn to heading 200. The CPS controllers did not indicate that there were any problems with N8354N.

After takeoff, the pilot was directed by CPS tower to contact St. Louis departure. The pilot flew for 3 minutes without radio contact. Radar data depicted the airplane between 800 feet and 1,600 feet during the 3 minutes prior to the flight's radio contact with departure. At 1918:22, departure directed the pilot to "squawk, ident, and say altitude." The pilot did not respond and 26 seconds elapsed before the controller indicated that he had "radar contact three miles southwest of the Spirit Airport (which is located 25 miles west of CPS), turn left heading 180, climb and maintain 2,600." The pilot read back the heading and altitude.

Thirteen seconds following the pilot's read-back (1919:10), the controller asked him what his on-course heading would be. The pilot acknowledged this question with "060, 067" (in actuality, the on-course heading was approximately 165 degrees). Six seconds following the pilot's response (1919:19), the controller stated, "N8354N turn, uh that's all right, heading 180 is fine." Forty one seconds later (1920:00) the controller instructed the pilot to turn left heading 150, maintain 2,600." At this point on the radar data, the aircraft was tracking toward the southwest and was indicating 3,200 feet. At 1920:07, the pilot stated that "we're

² Instrument Landing System

having some problems with primary attitude indicator, we'd like little bit higher climb," which the controller acknowledged.

At 1920:52, the controller requested the pilot to say altitude, to which the pilot responded 3,600 feet. The controller told the pilot that he was to maintain 2,600, but it was "o.k." for him to climb to 4,000 feet. Six seconds later (1921:06), the pilot stated that "we got our hands full right now." The controller asked if the pilot had some sort of difficulty, to which the pilot responded, "we got a primary attitude indicator that's not reading properly. Having to try and fly off of copilot." At this point in the radar data, the aircraft was tracking south southeast at 3,600 feet. The controller instructed the pilot to fly the airplane level at any heading he wished and that he would try to get him a higher altitude.

At 1921:35, the controller told the pilot to "fly straight ahead" from where he was and they would find VFR conditions for the pilot. After this transmission, the controller cleared the flight to 4,000 feet in an attempt to get the aircraft above the clouds, but then shortly thereafter, the controller told the pilot that he didn't think he could get the aircraft on top of the clouds since the cloud tops were reported to be 12,500 feet.

At 1922:50, the pilot requested to divert to JEF, which was west northwest of the aircraft's position, since he thought the weather was better there. The controller responded by asking the pilot what heading he was flying, and the pilot stated that his "compass was showing due south, 180." The controller stated that it appeared to be the same as what he was showing on his radar screen, and then directed the pilot to turn to 120 degrees, which the pilot acknowledged. The controller instructed the pilot to climb to 7,000 feet, which the pilot acknowledged, and asked again if he could fly direct to JEF. At 1923:55, the controller gave the pilot a heading of 270 degrees.

At 1925:12, the controller told the pilot that it appeared that the airplane was heading northwest, but it would be a "good direction." Twenty four seconds later (1925:36), the pilot had not acknowledged, and the controller asked if he was still having attitude problems, to which the pilot answered in the affirmative. At 1929:31, the pilot stated that he needed vectors to "...somewhere where we can down vfr." The controller stated that he would check the area and instructed the pilot to fly straight ahead.

At 1930:17, the controller issued the weather at Columbia, where the ceiling was reported as 7,000 feet, and the visibility was 7 miles, and he asked the pilot "...would you prefer to go westbound." The pilot stated that would be "fine." At 1930:37, the controller asked the pilot for a standard rate turn to the west, because at this time, the radar data was depicting the airplane tracking south southeast. At 1931:22, the controller told the pilot to stop the turn and just fly straight ahead, and informed the pilot that he was doing fine. According to the radar data at this time the aircraft had descended from 7,000 feet to 6,500 feet.

The pilot never responded to the last ATC transmission, and the radar data depicted the airplane tracking sporadically and climbing up to 7,700 feet, then descending rapidly through 3,900 feet, which was the last radar return.

G. PERSONNEL INFORMATION

1.) Pilot

a.) General

The pilot, Roger Andrew Carnahan, was employed as a lawyer at his co-owned law firm. The pilot also went by the name, Randy. The pilot's general information is as follows:

Date of Birth: 01/26/56

Pilot Certificate: 490648543

Certificates and Ratings: Commercial Airplane Multi-Engine Land;
Commercial Instrument Airplane;
Private Airplane Single-Engine Land & Sea

Medical & Limitations: 01/21/2000; Second Class; "Holder shall wear corrective lenses while exercising the privileges of his airman certificate."

The pilot was issued a private pilot certificate with an airplane single-engine land rating on July 31, 1988. The pilot obtained an instrument airplane rating on January 26, 1992. On January 14, 1993, the pilot was disapproved for an airplane multi-engine land rating due to improper single-engine go-around procedures. However, the pilot did pass the check ride for the airplane multi-engine land rating on January 16, 1993. On September 18, 1994, the pilot obtained an airplane single-engine sea rating. The pilot then received a commercial pilot certificate with airplane multi-engine land and instrument airplane ratings on June 22, 1999.

b.) Flight Experience

The pilot was a registered co-owner of a Piper PA-28-181 Archer airplane since February 1, 1989. The pilot purchased the accident airplane in November 1997. The pilot's law firm became the registered owner of the accident airplane on October 19, 1998. A review of an insurance application form for the Cessna 335, dated May 4, 2000, revealed that the pilot had accumulated a total of 1,700 flight hours. Of those 1,700 hours, he listed 400 hours in the same make and model as the Cessna 335. The pilot also flew a Beechcraft B33 Debonair single-engine airplane that was registered to the Governor. Review of the pilot's logbooks,

campaign flight logs, Piper Archer flight logs, and Beechcraft B33 Debonair flight logs revealed that the pilot had accumulated the following flight hours:

	TOTAL	MULTI	NIGHT	INST.(SIM) ³	INST.(ACT) ⁴	PARTIAL PANEL ⁵
HOURS	1829.65*	735.0*	460.5	65.2	87.6	Approx. 12.25**
C-335	513*	NA	157.4	1.0	22.4	None logged

*Includes hours from campaign logs and bills (128.3 HOURS C-335), Piper Archer logs (11.37 HOURS), and Debonair logs (19.68 HOURS) that were not included in the pilot's logbook.

**Entire flight was used. Actual amount of partial panel practice/flight is unknown. Last time "partial panel" was written in logbook was 02/27/94.

	LAST 90 DAYS	LAST 30 DAYS
TOTAL	93.6	38.0
PIPER ARCHER	3.1	1.9
BEECH B33	9.2	3.7
C-335	81.3	32.4

The last flight entered in the pilot's logbook was dated April 27, 2000. The conditions (VMC/IMC) of the unlogged flights (from April 27, 2000 until the last flight prior to the accident) were unknown at the time this report was written. The last time the pilot logged instrument flight conditions, was on March 15, 2000, where he logged 1.5 hours of actual instrument conditions and an ILS approach and a NDB/GPS⁶ approach.

c.) Training

The pilot met the Part 61 Federal Aviation Requirements (FAR) for all of his certificates and ratings and was not endorsed under a Part 141 program. The pilot received an "insurance checkout" from a flight instructor in the accident airplane between November 21, 1997, and December 6, 1997. During the 15-hour checkout, the pilot was exposed to systems training, IMC procedures, and normal and emergency procedures. Out of the 15 hours flown, the pilot logged 2.5 hours of instrument conditions training and 7.5 hours of night flying. Upon completion of the "insurance checkout," the flight instructor endorsed the pilot's logbook, finding him "competent to act as pilot-in-command (PIC)" in the Cessna 335.

From May 15 through 17, 1998, the pilot attended a Twin Cessna Flyer Systems and Operational Procedures Training Seminar in Defiance, Ohio. The primary

³ Simulated instrument meteorological conditions.

⁴ Actual instrument meteorological conditions.

⁵ Partial Panel denotes that one or more of the six primary flight instruments is simulated as inoperative.

⁶ NonDirectional Beacon/Global Positioning System

purpose of the course was to "help the pilot/owner of twin Cessna aircraft prevent emergencies and accidents through increased knowledge of aircraft systems and operational procedures." The course outline included three days of classroom and lab instruction, which targeted the following items: systems: knowledge, operation, and maintenance; normal and emergency procedures; decision making and judgment; and proficiency flying. The course did not include flight training; however, proficiency flying was discussed and the course participants were encouraged to establish an ongoing proficiency plan. Part of the course manual, titled Normal and Emergency Operating Procedures, covered the twin Cessna vacuum system. A copy of the Pilot Operating Handbook (POH) Supplement, which outlined the engine start and shutdown procedures to allow for a vacuum system check, was distributed to each course attendee during review of the vacuum system. The course manual also provided a Twin Cessna Checklist, which included the vacuum system check during engine start and shutdown. The section of the course manual, titled Proficiency Flying, recommended that the attendee review vacuum system failures and partial panel flying procedures.

The pilot was endorsed for an Instrument Proficiency Check (IPC) on the following dates:

01/26/92 (instrument check ride)
07/16/93 in a Piper PA-28-181
02/27/94 in a Piper PA-28-181
08/24/96 in a Piper PA-28-181
08/24/98 in a Piper PA-28-181
09/21/99 in a Piper PA-28-181

According to the flight instructor, who gave the September 21, 1999, IPC endorsement, the pilot more than likely received some training under partial panel conditions.

2.) Passengers

The one passenger was Missouri Governor, Melvin Eugene Carnahan, who was also the pilot's father. Governor Carnahan was being transported to EIW at the time of the accident, where he was to speak to a democratic rally in support of his senatorial campaign. The other passenger was Chris Sifford, who was accompanying the Governor to EIW.

Governor Mel Carnahan obtained a private pilot certificate with an airplane single-engine land airplane rating on August 25, 1997. On May 16, 1999, the Governor added an instrument airplane rating to his private pilot certificate. The Governor held a valid third class medical certificate with the following limitation: must wear lenses for distant; must possess glasses for near vision. As mentioned previously, the Governor owned and flew a Beech B33 Debonair.

According to pilots that had flown with both Governor and Roger Carnahan, it was likely that the Governor was sitting in the back seat of the airplane on the night of the accident. The pilots stated that the Governor would typically sit in the back if there was another passenger, so that he could review what was going to be covered during the next scheduled campaign event.

H. PERTINENT TRAINING REQUIREMENTS AND REGULATIONS

According to the FAR⁷ 61.65, Instrument Rating Requirements, an applicant for an instrument rating must receive and log training in the following areas of operation:

- Preflight Preparation
- Preflight Procedures
- Air Traffic Control Clearances and Procedures
- Flight by Reference to Instruments
- Navigation Systems
- Instrument Approach Procedures
- Emergency Operations
- Postflight Procedures

FAR 61.65 does not specify how much partial panel training is required to obtain an instrument rating. The Instrument Airplane Rating Practical Test Standards for 2000, require that the applicant:

- exhibit the knowledge of recognizing whether an attitude indicator and/or heading indicator is inaccurate or inoperative,
- advise anytime the aircraft is unable to comply with a clearance,
- and demonstrate a nonprecision instrument approach without gyro attitude and heading indicators.

However, the practical test standards do not specify an amount of partial panel flight time required for an applicant.

According to FAR 61.57, Recent Flight Experience: Pilot in Command (PIC), to act as PIC in instrument meteorological conditions the person must have accomplished the following under actual or simulated instrument conditions within the preceding 6 months:

- At least 6 instrument approaches
- Holding Procedures
- Intercepting and tracking courses through the use of navigation systems

FAR 61.65 provides the pilot an option for remaining current in instrument conditions by allowing him/her to undergo an IPC. If the pilot does not meet the instrument experience requirements listed above within the prescribed time, or within 6 calendar months after the prescribed time, he/she may not act as PIC

⁷ Federal Aviation Regulations referenced are from the year 2000.

under IMC unless that person completes and passes an IPC. The IPC must consist of a "representative number of tasks required by the instrument rating practical test."

Therefore, according to the FARs, a pilot is not required to practice partial panel flying situations upon completion of the instrument airplane rating.

I. AIRCRAFT INFORMATION

The twin-engine airplane was manufactured by Cessna Aircraft in 1980. The airplane was equipped with two attitude indicators (pilot and co-pilot), one Horizontal Situational Indicator (HSI) on the pilot's instrument panel, and a panel mounted GPS. The airplane was also equipped with an autopilot system, which was coupled to the pilot's attitude indicator. The airplane was equipped with the 6 basic flight instruments⁸ on the pilot's instrument panel, and an attitude indicator and altimeter on the co-pilot's instrument panel. The co-pilot's attitude indicator was placed on the lower right side of the co-pilot's instrument panel; however, and may have been difficult to reference from the pilot's seat due to parallax error and the position of the co-pilot's control yoke.

Review of the maintenance records revealed that the last altimeter, transponder, and static system check was performed on May 22, 2000.

According to maintenance personnel, the pitch trim servo was removed on September 28, 2000, and the autopilot system was placarded inoperative; however, its circuit breaker was not pulled out and saftied. According to the maintenance personnel, they were informed by the autopilot repair station that the autopilot system was still operable even with the pitch trim servo removed; however, the mechanics opted to placard the system. The mechanic stated that he informed the pilot that the autopilot system was usable, but he wanted to placard it inoperative until the pitch trim servo was re-installed. A maintenance record endorsement, dated September 28, 2000, indicated that the pitch trim servo was removed, the co-pilot's attitude indicator was removed, overhauled and re-installed, the left engine's vacuum pump was replaced, and a new vacuum filter was installed.

The first page of Cessna Service Bulletin (SB) ME99-19; Vacuum System Check-Pilot Operating Handbook/Owner Manual/Flight Manual Supplement was found at the accident site. The service bulletin recommended that an Engine Start and Shutdown Procedures Supplement be added to the Owner's Manual. Following the procedures resulted in a vacuum system component check.

J. AERONAUTICAL CHARTS

⁸ Airspeed Indicator, Attitude Indicator, Altimeter, Vertical Speed Indicator, Heading Indicator, Turn Coordinator.

All of the approach charts and low altitude en route charts located at the accident site, were examined by the Operations Group. None of the charts found were current, having expired on October 5, 2000. The Kansas City and St. Louis sectional charts that were located were also expired. The three charts that pertained to the pilot's route of flight were examined and found folded and unopened.

K. INTERVIEWS

An interview conducted by the NTSB investigator-in-charge revealed that one of the persons that the Governor was to meet at EIW received a call on his cell phone sometime between 1900 and 1930. According to the person being interviewed, the assistant, Chris Sifford, called and left a message stating that they were not going to make it to EIW and were diverting to JEF. Review of the Governor's, pilot's and passenger's cell phone records did not reveal a call being made from either phone during the accident flight.

According to pilot's who flew with Roger Carnahan, he consistently practiced the recommended engine start and shut down procedures to check for vacuum system component failures. All of the pilot's interviewed indicated that Roger Carnahan was competent with IMC operations.

Summaries of the pilot interviews are attached.



Chairman, Operation Group

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Attachments:

- A Security Personnel Statements
- B Insurance Application Form
- C Pilot Logbook
- D Summary of Flight Time
- E Archer & Debonair Flight Logs
- F Excerpts from the Twin Cessna Flyer Systems & Operational Procedures Training Manual
- G FAR 61.65 & 61.57
- H Instrument Airplane Rating Practical Test Standards
- I Excerpts from Aircraft and Engine Maintenance Records
- J SB ME99-19 & SB MEB00-5
- K Interview Summaries

NTSB File Number CHI01MA011

No. of
Pages

Item No.	Description of Item	Doc	Photo
1	Supporting Documentation File Contents, NTSB Form 6120.3	7	
2	Operations Factual Report	10	
3	Operations Factual Report - Attachment 1 - Security Personnel Statements	4	
4	Operations Factual Report - Attachment 2 - Insurance Application Form	3	
5	Operations Factual Report - Attachment 3 - Pilot Logbooks	201	
6	Operations Factual Report - Attachment 4 - Summary of Flight Time	21	
7	Operations Factual Report - Attachment 5 - Archer & Debonair Flight Logs	55	
8	Operations Factual Report - Attachment 6 - Excerpts from the Twin Cessna Flyer Systems & Operational Procedures Training Manual	26	
9	Operations Factual Report - Attachment 7 - FAR 61.65 & 61.57	5	
10	Operations Factual Report - Attachment 8 - Instrument Airplane Rating Practical Test Standards	34	
11	Operations Factual Report - Attachment 9 - Excerpts from Aircraft and Engine Maintenance Records	8	
12	Operations Factual Report - Attachment 10 - SB ME99-19 & SB MEB00-5	25	
13	Operations Factual Report - Attachment 11 - Interview Summaries	7	
14	Air Traffic Control Factual Report	10	
15	Air Traffic Control Factual Report - Attachment 1- FAA Report of Aircraft Accident	3	
16	Air Traffic Control Factual Report - Attachment 2 - Chronological Summary of Flight from East St. Louis ATCT	1	
17	Air Traffic Control Factual Report - Attachment 3 - Chronological Summary of Flight from St. Louis AFSS	1	
18	Air Traffic Control Factual Report - Attachment 4 - St. Louis TRACON Memorandum	1	

NTSB File Number CHI01MA011

No. of
Pages

Item No.	Description of Item	No. of Pages	
		Doc	Photo
19	Air Traffic Control Factual Report - Attachment 5 - East St. Louis ATCT Memorandum	1	
20	Air Traffic Control Factual Report - Attachment 6 - St. Louis TRACON Daily Record of Facility Operation	1	
21	Air Traffic Control Factual Report - Attachment 7 - TRACON Position Layout	1	
22	Air Traffic Control Factual Report - Attachment 8 - Flight Progress Strip	1	
23	Air Traffic Control Factual Report - Attachment 9 - St. Louis TRACON Transcript	19	
24	Air Traffic Control Factual Report - Attachment 10 - Controller Personnel Statements	5	
25	Air Traffic Control Factual Report - Attachment 11 - East St. Louis (Downtown Parks) Tower, Flight Data Transcript	2	
26	Air Traffic Control Factual Report - Attachment 12 - East St. Louis (Downtown Parks) Tower, Ground Control Transcript	2	
27	Air Traffic Control Factual Report - Attachment 13 - East St. Louis (Downtown Parks) Tower, Local Control Position	2	
28	Meteorological Factual Report	18	
29	Meteorological Factual Report List of Attachments	1	
30	Meteorological Factual Report - Attachment 1 - NWS Surface Analysis Chart 0000Z October 17, 2000		1
31	Meteorological Factual Report - Attachment 2 - Springfield, Missouri Sounding For 0000Z on October 17, 2000 - Page 1		1
32	Meteorological Factual Report - Attachment 2 - Springfield, Missouri Sounding For 0000Z on October 17, 2000 - Page 2 & 3	2	
33	Meteorological Factual Report - Attachment 3 - FAA NTAP Data	4	
34	Meteorological Factual Report - Attachment 4 - KLSX WSR-88D Composite Reflectivity at 0025Z		1

NTSB File Number CHI01MA011

No. of
Pages

Item No.	Description of Item	Doc	Photo
35	Meteorological Factual Report - Attachment 5 - KLSX WSR-88D Composite Reflectivity at 0031Z		1
36	Meteorological Factual Report - Attachment 6 - KLSX WSR-88D Base Refelectivity at 2355Z		1
37	Meteorological Factual Report - Attachment 7 - KLSX WSR-88D Base Reflectivity at 0013Z		1
38	Meteorological Factual Report - Attachment 8 - KLSX WSR-88D Base Reflectivity at 0019Z		1
39	Meteorological Factual Report - Attachment 9 - KLSX WSR-88D Base Reflectivity at 0025Z		1
40	Meteorological Factual Report - Attachment 10 - KLSX WSR-88D Base Reflectivity at 0031Z		1
41	Meteorological Factual Report - Attachment 11 - KLSX Velocity Azimuth Display 0007Z-0107Z		1
42	Meteorological Factual Report - Attachment 12 - NLDN Lightning Plots	3	
43	Meteorological Factual Report - Attachment 13 - GOES-9 Infrared Satellite Image at 0045Z		1
44	Meteorological Factual Report - Attachment 14 - AFSS Weather Briefing Transcript for 2311Z	11	
45	Structures Group Chairman's Factual Report	9	
46	Structures Group Chairman's Factual Report - Photo 1. Accident Site Terrain Overview		1
47	Structures Group Chairman's Factual Report - Photo 2. Accident Site Terrain Overview		1
48	Structures Group Chairman's Factual Report - Photo 3. Initial Tree Strikes Viewed From Impact Crater		1
49	Structures Group Chairman's Factual Report - Photo 4. Initial Tree Strikes		1

NTSB File Number CHI01MA011

No. of
Pages

Item No.	Description of Item	Doc	Photo
50	Structures Group Chairman's Factual Report - Photo 5. Left Hand Engine		1
51	Structures Group Chairman's Factual Report - Photo 6. Portion of Left Hand Engine Lodged in Tree Left Hand Engine		1
52	Structures Group Chairman's Factual Report - Photo 7. 2-D Reconstruction Looking Aft		1
53	Structures Group Chairman's Factual Report - Photo 8. 2-D Reconstruction View Looking FWD		1
54	Structures Group Chairman's Factual Report - Photo 9. Left Hand Horizontal & Elevator		1
55	Structures Group Chairman's Factual Report - Photo 10. Right Hand Horizontal & Elevator		1
56	Structures Group Chairman's Factual Report - Wreckage Diagram	12	
57	Powerplant Group Chairman's Factual Report	15	
58	Powerplant Group Chairman's Factual Report - Photo 1. Left Engine Stuck in a Tree		1
59	Powerplant Group Chairman's Factual Report - Photo 2. Cylinder Found Along Wreckage Path		1
60	Powerplant Group Chairman's Factual Report - Photo 3. Right Engine and Propeller Reconstructed		1
61	Powerplant Group Chairman's Factual Report - Photo 4. Right Engine Fragmented Parts		1
62	Powerplant Group Chairman's Factual Report - Photo 5. Left Engine Reconstruction		1
63	Powerplant Group Chairman's Factual Report - Photo 6. Left Engine Fragmented Parts		1
64	Powerplant Group Chairman's Factual Report - Photo 7. Left Engine Propeller		1

NTSB File Number CHI01MA011

No. of
Pages

Item No.	Description of Item	Doc	Photo
65	Powerplant Group Chairman's Factual Report - Photo 8. View of Engine Spark Plug-Clean (TYP)		1
66	Aircraft Performance - Radar Study	5	
67	Aircraft Performance - Radar Study - Attachments Section 1 - Radar Data - Data Plots	20	
68	Human Performance Specialist's Factual Report	5	
69	Human Performance Specialist's Factual Report - Attachment 1 - Interview Summaries	6	
70	Human Performance Specialist's Factual Report - Attachment 2 - Interview Notes From Missouri State Highway Patrol	4	
71	Human Performance Specialist's Factual Report - Attachment 3 - Governor's Protection Detail Statements & Campaign Schedule For October 14-16	10	
72	Human Performance Specialist's Factual Report - Attachment 4 - March 6, 2001 Letter From [REDACTED]	3	
73	Human Performance Specialist's Factual Report - Attachment 5 - February 2, 2001 Letter From [REDACTED]	2	
74	Human Performance Specialist's Factual Report - Attachment 6 - Final Forensic Toxicology Fatal Accident Report	2	
75	Witness Statements	9	
76	Map of Accident Site		1
77	Topographical Map		1
78	Radar Data Section 1	5	
79	Radar Data Section 2	7	
80	Radar Data Section 3	13	
81	Fuel Report	13	

b6
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NTSB File Number CHI01MA011

No. of
Pages

Item No.	Description of Item	Doc	Photo
82	Toxicological Reports	3	
83	Systems Group - Factual Report For Instrument Examination	27	
84	Systems Group - Cessna 335 Information Manual Excerpts	15	
85	Systems Group - Sperry Systems Manual	48	
86	Systems Group - Right Side Engine Gauges	1	
87	Systems Group - 1H5 Vacuum Manifold Diagram	1	
88	Systems Group - Twin Engine De-Ice With Vacuum Instruments Diagram	1	
89	Maintenance Records - Cessna Packing Documents	17	
90	Maintenance Records - Exemplar Cockpit	3	
91	Maintenance Records - Illustrated Parts Catalog	15	
92	Maintenance Records - Mid-Continent Work Orders and Information	10	
93	Maintenance Records - Airframe Logbooks	138	
94	Maintenance Records - Left Engine Logbook	17	
95	Maintenance Records - Right Engine Logbook	16	
96	Maintenance Records - Left Propeller Logbook	12	
97	Maintenance Records - Right Propeller Logbook	11	
98	Maintenance Records - Maintenance Personnel Statements	11	
99	Maintenance Records - Pilot's Hand Written Request	1	
100	Maintenance Records - Autopilot Repairs	4	
101	Maintenance Records - Cockpit Instrument Layout	3	
102	Maintenance Records - POH Supplement Found in Wreckage	1	
103	Maintenance Records - Service Bulletin MEB99-19	17	

NTSB File Number CHI01MA011

No. of
Pages

Item No.	Description of Item	Doc	Photo
104	Maintenance Records - Airborne Memo #39	5	
105	Maintenance Records - Service Bulletin MEB00-5	6	
106	Maintenance Records - Maintenance Records and Word Orders	37	
107	Maintenance Records - Weight & Balance	50	
108	Maintenance Records - AD Compliance Records	10	
109	Maintenance Records - Sections of POH Found in Wreckage	20	
110	Maintenance Records - Aircraft Documents	19	
111	Maintenance Records - Service Difficulty Reports (SDRs)	13	
112	Maintenance Records - Service Bulletin Mailing Records	8	
Total Number of Pages		1175	31

NTSB Identification: **CHI01MA011**. The docket is stored in the (offline) NTSB Imaging System.
14 CFR Part 91: General Aviation
Accident occurred Monday, October 16, 2000 in HILLSBORO, MO
Aircraft: Cessna 335, registration: N8354N
Injuries: 3 Fatal.

The board's full report is available at <http://www.nts.gov/Publictn/publictn.htm>

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot's failure to control the airplane while maneuvering because of spatial disorientation.
Contributing to the accident were the failure of the airplane's primary attitude indicator and the adverse weather conditions, including turbulence.

[Full narrative available](#)

[Index for Oct2000](#) | [Index of months](#)

CHI01MA011

The Board's full report is available at <http://www.nts.gov/Publictn/publictn.htm>

On October 16, 2000, at 1933 central daylight time, a Cessna 335, N8354N, crashed near Hillsboro, Missouri. The pilot and two passengers were killed, and the airplane was destroyed. The airplane was being operated under the provisions of 14 Code of Federal Regulations Part 91 from the St. Louis Downtown Airport (CPS), Cahokia, Illinois, to County Memorial Airport, New Madrid, Missouri. Instrument meteorological conditions prevailed for the flight, which departed CPS about 1915 on an instrument flight rules flight plan.

Use your browsers 'back' function to return to synopsis
[Return to Query Page](#)

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 09/22/2003

To: St. Louis

From: St. Louis

Squad 6

Contact: SA [redacted]

Approved By: [redacted]

BBu/HB

b6
b7C

Drafted By: [redacted]

Case ID #: 149A-SL-186162 (Pending)

Title: CRASH OF MISSOURI GOVERNOR
MEL CARNAHAN'S AIRCRAFT;
ET AL

Synopsis: ERT worknotes.

Details: Attached are St. Louis Evidence Response Team work notes taken during the collection phase of the investigation. All original notes are being maintained by the NTSB.

◆◆

265mlw01.ec

X
mu

UPLOADED TO ACS/ECF:

BY SL 9/25/03 EWH

#6 *[Signature]*

#5 *BBu/HB*

b6
b7C

[redacted]

149A-SL-186162-93

ADMINISTRATIVE WORKSHEET

PAGE _____ OF _____
DATE 10-17-2000

LOCATION	JEFFERSON County, Missouri	PERSONNEL INVOLVED IN SEARCH AND THEIR RESPECTIVE DUTIES	SEE NARRATIVE DESCRIPTION
CASE IDENTIFIER	149A-SL-186162		
PREPARER/ASSISTANTS			
TIME AND DATE OF ARRIVAL	6:59 AM 10-17-00		
PERSON(S) PRESENT AT SCENE AT TIME OF ARRIVAL	Guarded by MSHP - Jeff Co Scene in Control by NTSB		
PERSON IN CHARGE OF SCENE AT TIME OF ARRIVAL	NTSB	PRELIMINARY SURVEY/EVIDENCE EVALUATION (NOTES/OBSERVATIONS)	
CONTROL OF SCENE OBTAINED FROM	Scene held by NTSB until foul play suspected	Heavy wooded, full foliage, hard terrain ranging from slight incline to very steep. Recent leaf litter on ground resulting in slippery conditions	
TIME AND DATE OF CONTROL ACQUISITION		LANDOWNER OF CRASH SITE -	
CONDITION OF SCENE ON ARRIVAL (SECURED/UNSECURED)	Secured		
LIGHTING CONDITIONS	Sunny - Bright - Clear	SPECIAL SITUATIONS OR CONDITIONS (NOTES/OBSERVATIONS)	
WEATHER CONDITIONS	Very Good - Low 40's High low 70's	Hard Terrain; Jurisdiction Involved:	
SCENE CONSISTS OF (GENERAL DESCRIPTION)	APS Altitude - 818 ft	Goldman Fire Dept	
	38° 18.54 North	Jefferson County Sheriff's Department	
	90.30.14 WEST	Missouri State Highway Patrol	
		FBI - St. Louis Evidence Response Team	
		MEDICAL EXAMINER'S OFFICE	
	ORGANIZATIONAL Chart	FAA	
	Systems	NTSB	
	Structure	Missouri Region C	
	Family		
	- SL ERT under Family		
	METEOROLOGICAL		
	Security		

b6
b7C

b6
b7C

b6
b7C

NARRATIVE DESCRIPTION

PAGE _____ OF _____

LOCATION Jefferson County, Missouri
DATE 10-17-2000
CASE IDENTIFIER 149A-SL-186162
PREPARER/ASSISTANTS _____

MODE OF NARRATIVE PREPARATION _____

b6
b7C

PERSONNEL on site 10-17-2000 in conjunction with SL-ERT (Human Remains)

SLERT - _____ b6
_____ b7C

MSHP - Total Station - _____

MSHP - _____

Missouri Region 4 Technical Rescue (CANINE) - _____

Medical Examiner's Office - _____

Certified Latent Fingerprint Examiner (Retired) - _____

LOG -

6:59 am - SLERT ARRIVES Command Post for NTSB Briefing -

9:00 am - _____ begins site survey w/MSHP, NTSB, FAA

10:25 am - _____ RETURNS

10:40 am - Unit Chief _____ ERTU advised of situation

11:02 am - NTSB, _____ Conducts briefing

b6
b7C

11:05 am - MEETING ENDS.

12:25 pm - SLERT ARRIVE ON SITE

12:55 pm - SEARCH BEGINS - GRIDS ESTABLISHED WITH YELLOW CRIMESCENE TAPE TO ENCOMPASS CRASH SITE A THROUGH DD; total station set up and used to map human remains, systematic line search by grid searching for & flagging human remains (HR), HR photographed in place then removed and transported to ME's office.

6:05 pm - SLERT cleared site

6:13 pm - AT MOBILE COMMAND POST WITH TWO HANDS RECOVERED FROM SITE FOR FINGERPRINT IDENTIFICATION by Certified Examiner _____

7:04 pm - UNABLE to identify either hand

8:00 pm - SLERT LEAVES SCENE

ADMINISTRATIVE WORKSHEET

PAGE _____ OF _____
 DATE 10-18-00

LOCATION	Jefferson County, Missouri	PERSONNEL INVOLVED IN SEARCH AND THEIR RESPECTIVE DUTIES	SEE NARRATIVE Description
CASE IDENTIFIER	149 A-SL-186162		
PREPARER/ASSISTANTS	[REDACTED]		
TIME AND DATE OF ARRIVAL	7:05 Am 10-18-2000		
PERSON(S) PRESENT AT SCENE AT TIME OF ARRIVAL	Guarded by Jefferson County Sheriff's Office SCENE in control by NTS B		
PERSON IN CHARGE OF SCENE AT TIME OF ARRIVAL	[REDACTED] NTS B	PRELIMINARY SURVEY/EVIDENCE EVALUATION (NOTES/OBSERVATIONS)	
CONTROL OF SCENE OBTAINED FROM			
TIME AND DATE OF CONTROL ACQUISITION			
CONDITION OF SCENE ON ARRIVAL (SECURED/UNSECURED)	SECURED		
LIGHTING CONDITIONS	Bright, Sunny	SPECIAL SITUATIONS OR CONDITIONS (NOTES/OBSERVATIONS)	
WEATHER CONDITIONS	Clear 50's-70's	Command Post Telephones 636 797-2282 636 797-2245	
SCENE CONSISTS OF (GENERAL DESCRIPTION)			

b6
b7c

NARRATIVE DESCRIPTION

LOCATION Jefferson County Missouri
 DATE 10-18-2000
 CASE IDENTIFIER 149A-SL-186162 (NTSB# CH101MA011)
 PREPARER/ASSISTANTS _____

MODE of NARRATIVE PREPARATION _____

Personnel on Site 10-18-2000 in conjunction with SLERT (Human Remains)

SLERT - _____

MSHP - Total Station - _____

MSHP - _____

Missouri Region C Technical Rescue (Canine) _____

Medical Examiners' Office - _____

Jefferson County Sheriff's Office - _____

St. Louis City Police Department - _____

b6
b7c

LOG

- 7:05 am - Arrive Command Post
- 8:10 am - ORGANIZATIONAL MEETING
- 9:05 am - AT SITE. Continue with line search; RECOVERY human remains
- 6:18 am - ERT CLEARED SCENE
- 7:45 am - EXAMINE & PHOTOGRAPH 2 RINGS AT REQUEST OF CAPT. _____ MSHP
- 8:07 am - SLERT DEPARTS SCENE

ADMINISTRATIVE WORKSHEET

PAGE _____
DATE 10-19-00

LOCATION	Jefferson County, Missouri	PERSONNEL INVOLVED IN SEARCH AND THEIR RESPECTIVE DUTIES	SEE NARRATIVE DESCRIPTION
CASE IDENTIFIER	149A-SL-186162		
PREPARER/ASSISTANTS			
TIME AND DATE OF ARRIVAL	7:30 AM 10-19-00		
PERSON(S) PRESENT AT SCENE AT TIME OF ARRIVAL	GUARDED BY MSHP & Jefferson County		
PERSON IN CHARGE OF SCENE AT TIME OF ARRIVAL	<div style="border: 1px solid black; width: 150px; height: 20px; display: inline-block;"></div> NTSB	PRELIMINARY SURVEY/EVIDENCE EVALUATION (NOTES/OBSERVATIONS)	
CONTROL OF SCENE OBTAINED FROM			
TIME AND DATE OF CONTROL ACQUISITION			
CONDITION OF SCENE ON ARRIVAL (SECURED/UNSECURED)	SECURED		
LIGHTING CONDITIONS	Bright, Sunny	SPECIAL SITUATIONS OR CONDITIONS (NOTES/OBSERVATIONS)	
WEATHER CONDITIONS	Clear 50's to 70's	FBI CASE TITLE	
SCENE CONSISTS OF (GENERAL DESCRIPTION)		CRASH OF MISSOURI GOVERNOR MEL CARNAHAN'S AIRCRAFT;	
		MEL CARNAHAN - VICTIM	
		RANDY CARNAHAN - VICTIM	
		Chris Sifford - Victim	
		10-16-2000	
		DESTRUCTION OF AIRCRAFT.	

b6
b7C

b6
b7C

NARRATIVE DESCRIPTION

LOCATION Jefferson County, Missouri
 DATE 10-19-00
 CASE IDENTIFIER 149A-SL-186162 (NTSB ACCIDENT #
 PREPARER/ASSISTANTS [REDACTED] CHED MAOII

MODE of NARRATIVE PREPARATION _____

b6
b7C

Personnel on site 10-19-2000 ASSISTING with SLERT (Human Remains/Personal Effects)

SLERT - [REDACTED]

Springfield Division - FBI - ERT - [REDACTED] Photographer [REDACTED]

MSHP - Total Station - [REDACTED] MSHP ^{SPI} Deputy [REDACTED] Task Force Officer / St. Francis County

b6
b7C

Missouri Region (Tech. Rescue (Canine)) [REDACTED]

MEDICAL EXAMINER OFFICE - [REDACTED]

Jefferson County Sheriff's Office - [REDACTED] (Inventory of P.E.)

St. Louis Metropolitan Police Department - [REDACTED]

County Tree Service (Civilian) - 23 Lakeside, Baldwin, Missouri (636) 256-7778

FBI - EAP - [REDACTED]

Personnel on site 10-19-2000 ASSISTING with STRUCTURE RECOVERY

Goldman Fire Department - [REDACTED]

High Ridge Fire Department - [REDACTED]

Metro West Fire Department - [REDACTED]

LOG
7:30 am - SLERT ARRIVED Command Post.

8:05 am - Continuation Collection of HR

8:45 am - BEGIN Collecting Personal Effects: Miscellaneous Effects (Red Biohazard bag for Personal Effects - Black garbage bag MISC. EFFECTS w/ BIO HAZ sticker)

5:15 pm - Total Station MARKING OF HR COMPLETED -

5:30 pm - Collection ended for day

5:48 pm - SLERT exits site

8:59 pm - Spoke w/ [REDACTED] RE PACKING on his property [REDACTED]

7:18 pm - SLERT DEPARTS Command Post.

b6
b7C

ADMINISTRATIVE WORKSHEET

PAGE _____

DATE 10-20-2000

LOCATION	Jefferson County, Missouri	PERSONNEL INVOLVED IN SEARCH AND THEIR RESPECTIVE DUTIES	<i>SEE NARRATIVE DESCRIPTION</i>
CASE IDENTIFIER	149A-SL-186162		
PREPARER/ASSISTANTS	[REDACTED]		
TIME AND DATE OF ARRIVAL	6:28 AM 10-20-2000		
PERSON(S) PRESENT AT SCENE AT TIME OF ARRIVAL	[REDACTED] MSH P [REDACTED] MSH P		
	b6 b7C		
PERSON IN CHARGE OF SCENE AT TIME OF ARRIVAL	[REDACTED] NTSB		PRELIMINARY SURVEY/EVIDENCE EVALUATION (NOTES/OBSERVATIONS)
	b6 b7C		
CONTROL OF SCENE OBTAINED FROM	SCENE held by NTSB		
TIME AND DATE OF CONTROL ACQUISITION			
CONDITION OF SCENE ON ARRIVAL (SECURED/UNSECURED)	SECURED		
LIGHTING CONDITIONS	Bright Sunny		SPECIAL SITUATIONS OR CONDITIONS (NOTES/OBSERVATIONS)
WEATHER CONDITIONS	CLEAR 50's-70's		
SCENE CONSISTS OF (GENERAL DESCRIPTION)			

NARRATIVE DESCRIPTION

LOCATION Jefferson County, Missouri
 DATE 10-20-2000
 CASE IDENTIFIER 149A-SL-186162 b6
 PREPARER/ASSISTANTS [redacted] b7C

MODE of NARRATIVE PREPARATION _____

Personnel on Site 10-20-2000 to ASSIST with SLERT (Human Remains/PERSONAL EFFECTS)

- SLERT- [redacted]
- MSHP- Total Station - [redacted]
- MSHP- [redacted]
- Jefferson County Sheriff's Office - [redacted]
- METRO WEST FIRE DEPARTMENT - [redacted]

b6
b7C

Personnel on Site 10-20-2000 to ASSIST with STRUCTURE

- GOLDMAN FIRE DEPARTMENT - [redacted]
- SPRINGDALE FIRE DEPARTMENT - [redacted]
- CEDAR HILL FIRE DEPARTMENT - [redacted]
- ANTONIA FIRE DEPARTMENT - [redacted]
- HILLSBORO FIRE DEPARTMENT - [redacted]
- CESSNA - [redacted]

b6
b7C

LOG

- 6:35 am - SLERT ARRIVES
- 7:30 am - SLERT BEGINS SEARCH FOR PERSONAL EFFECTS AND ANY PLANE MATERIAL
- 11:00 am - Collection of PE & HR completed for all grids - A through DD
- 3:00 pm - Meeting with [redacted] Medical Examiner [redacted] SA [redacted] to discuss CASE Reports
- 3:55 pm - Collection of large plane parts completed 782 A-DD
- 4:15 pm - SLERT EXITS SITE
- 5:30 pm - NTSB meeting

b6
b7C

ADMINISTRATIVE WORKSHEET

PAGE _____

DATE _____

LOCATION	Jefferson County, Missouri	PERSONNEL INVOLVED IN SEARCH AND THEIR RESPECTIVE DUTIES	
CASE IDENTIFIER	149A-SL-186162		
PREPARER/ASSISTANTS	[Redacted]		
TIME AND DATE OF ARRIVAL	7:45 Am 10-21-00		
PERSON(S) PRESENT AT SCENE AT TIME OF ARRIVAL	[Redacted] NTSB		
PERSON IN CHARGE OF SCENE AT TIME OF ARRIVAL	[Redacted] NTSB	PRELIMINARY SURVEY/EVIDENCE EVALUATION (NOTES/OBSERVATIONS)	
CONTROL OF SCENE OBTAINED FROM	Jefferson County Sheriff		Most Large Debris Already Removed from site.
TIME AND DATE OF CONTROL ACQUISITION	8:00 Am		Heavy wooded area with leaf litter
CONDITION OF SCENE ON ARRIVAL (SECURED/UNSECURED)	Secured		
LIGHTING CONDITIONS	Sunny to Partly Cloudy		SPECIAL SITUATIONS OR CONDITIONS (NOTES/OBSERVATIONS)
WEATHER CONDITIONS	60's to 70's		
SCENE CONSISTS OF (GENERAL DESCRIPTION)			

NARRATIVE DESCRIPTION

PAGE _____ OF _____

LOCATION Jefferson County, Missouri

DATE 10-21-00

CASE IDENTIFIER 149A-SL-186162

PREPARER/ASSISTANTS

MODE of NARRATIVE PREPARATION _____

Personnel on site 10-21-00 in conjunction with SL-ERT (STRUCTURE RECOVERY)
SLERT-

b6
b7C

PHOTOGRAPHER

[Redacted]

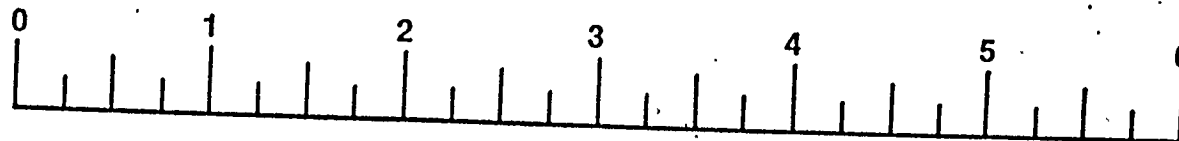
b6
b7C

DATE 10 / 17 / 00 ROLL # 1
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 - SL - NEW

AGENCY FBI - SL



CAMERA Nikon F4
 FILM : ASA 400
 ROLL No. 1

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec.Strobe - E
 Flashbulb - F

b6
 b7c

Photo No. | Lens | Light | [Redacted] | Log Sketch

Photo No.	Lens	Light	[Redacted]	Log Sketch
1	28-85	E		
2			Aperture Priority	Atm
3				overall Flight Path NE (facing)
4				" Crater facing East
5				" " " South
6				overall Grid
7				Work station Total Station in use
8				Search line in progress
9				" " "
10				Closeup #1001 (H) (Body Parts)
11				" #1002 (H)
12				" #1003 (H)
13				" #1004 (H)
14				" #1005 (H)
15				" #1006 (G)
16				" #1012 (G)
17				" #1013 (H)
18				" #1015 (J)
19				" #1016 (J)
20				" #1017 (J)
21				Overall #1018 (J)
22				Closeup ring #1018 (J)
23				" #1020 (J)
24				" #1021 (J)
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				

East
 NE
 South

#1019 was a ^{Very small} piece of flesh on metal, but it was gone, so no photo
 collectors found ~~it~~ something later. not photographed.

(Body Parts)

PH

PH

REMARKS

PHOTOGRAPHER _____

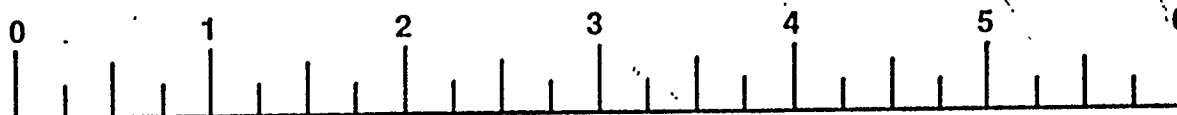
b6
b7c

DATE 10 / 17 / 00 ROLL # 2
Month Day Year

LOCATION Rice Road Site

CASE FILE 149 - SL - NEW

AGENCY FBI - SL



CAMERA Nikon F4
 FILM : ASA 400
 ROLL No. 2

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec. Strobe - E
 Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	28mm	E	Aperture		Adm	<p>there was an addl malfunction Somewhere - not sure where.</p>
2			Priority		Overall #1023 malfunction	
3					"	
4					Overall #1023 (J)	
5					" #1024 (J)	
6					" #1025 (J)	
7					" #1026 (J)	
8					" #1027 (J)	
9					" #1028 (J)	
10					" #1029 (J)	
11					" #1030 (J)	
12					" #1031 (J)	
13					" #1033 (L)	
14					" #1034 (L)	
15					" #1035 (L)	
16					" #1036 (L)	
17					#1037 (L) ?	
18					# #1037 (L)	
19					" #1038 (L)	
20					" #1039 (L)	
21					" #1041 (L)	
22					" #1042 (L)	
23					" #1045 (L)	
24					" #1046 (L)	
25					" #1047 (L)	
26						
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32						
33						
34						
35						
36						

REMARKS

PHOTOGRAPHER _____

[Redacted]

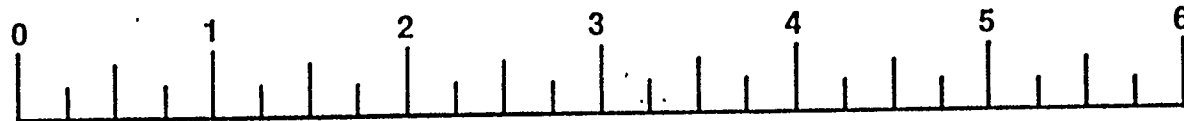
b6
b7c

DATE 10 / 17 / 00 ROLL # 3
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 - SL - NEW

AGENCY FBI - SL



CAMERA Nikon F4
 FILM : ASA 400
 ROLL No. 3

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec.Strobe - E
 Flashbulb - F

Photo No. | Lens | Light | SS | f - stop | Description

Photo Log Sketch

Photo No.	Lens	Light	SS	f - stop	Description
1	28-85	E			Adm
2					
3					Closeup # 1048 (L)
4					" # 1049 (L)
5					" # 1050 (L)
6					" # 1051 (L)
7					" # 1053 (I)
8					" # 1054 (I)
9					" # 1055 (I)
10					" # 1056 (I)
11					" # 1057 (I)
12					" # 1058 (I)
13					" # 1059 (I)
14					" # 1060 (I)
15					" # 1061 (I)
16					" # 1062 (I)
17					" # 1064 (I)
18					" # 1066 (I)
19					" # 1067 (I)
20					" # 1068 (I)
21					" # 1069 (I)
22					" # 1070 (I)
23					" # 1071 (L)
24					" # 1072 (L)
25					" # 1073 (L)
26					
27					
28					
29					
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31					
32					
33					
34					
35					
36					

Photo Log Sketch

(H)

REMARKS

PHOTOGRAPHER _____

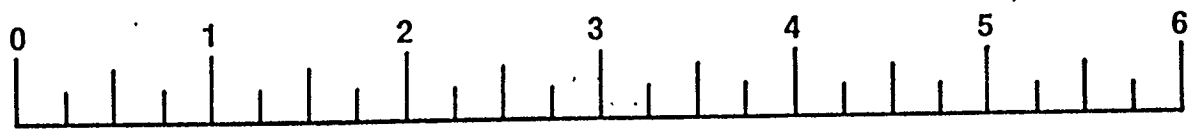
DATE 10 / 17 / 00 ROLL # 4
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 -SL-NEW

AGENCY FBI-SL

b6
b7c



CAMERA Nikon F4
 FILM : ASA 400
 ROLL No. 4

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec.Strobe - E
 Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	28-85	E	Aperture priority		Adm	<p>10/18/00 - Start w/1098</p>
2					Closeup #1074 (L)	
3					" #1076 (K)	
4					mm # malfunction (K)	
5					" #1077 (K)	
6					" #1078 (K)	
7					Closeup of place parts in tree closeup #1079 (K)	
8					Closeup #1080 (K)	
9					" #1081 (K)	
10					" #1083 (K)	
11					" #1084 (K)	
12					" #1085 (K)	
13					" #1086 (K)	
14					" #1088 (N)	
15					" #1089 (N)	
16					" #1090 (N)	
17					" #1091 (M)	
18					" #1092 (M)	
19					" #1095 (K)	
20					Dog & Dog Handler working	
21						
22						
23						
24						
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34						
35						
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REMARKS

PHOTOGRAPHER _____



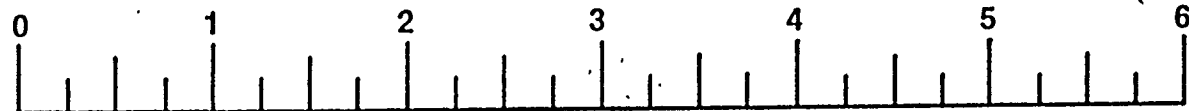
b6
b7C

DATE 10 / 18 / 00 ROLL # 5
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 - SL - NEW

AGENCY FBI - SL



CAMERA Nikon F4
 FILM : ASA 400
 ROLL No. 5

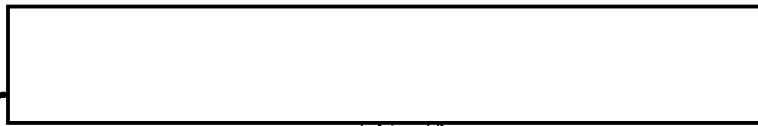
LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec.Strobe - E
 Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	28-85	E			Adm	
2					closeup	m
3					1097 1099	Body Parts
4					1098	m
5					1100	m
6					1101	m
7					1102	H
8					1102	H
9					1103	H
10					1104	H
11					1105	J
12					1106	K
13					1107	K
14					1108	K
15					1109	K
16					1110	K
17					1111	K
18					1118	M
19					1119	O
20					1120	O
21					1121	M
22					1122	M
23					1123	M
24					1124	m
25					1125	m
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REMARKS

PHOTOGRAPHER _____

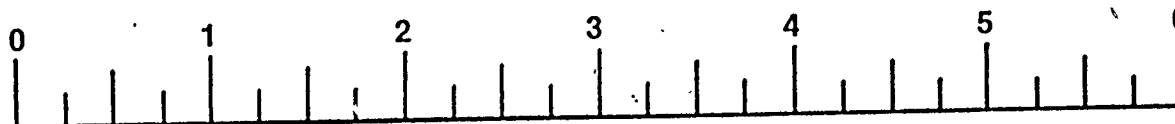


DATE 10 / 18 / 00 **ROLL #** 6
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 - SL - NEW

AGENCY FBI - SL



CAMERA Nikon F4
 FILM : ASA 400
 ROLL No. 6

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT

Elect
 Flashbulb

FD-677

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	28-85	E	Aperture Priority		Adm	
2					Close up	
3					" 1126 M	
4					" 1127 M	
5					" 1129 M	
6					" 1130 M	
7					" 1131 M	
8					" 1132 M	
9					" 1133 M	
10					" 1134 M	
11					" 1135 M	
12					" 1136 K	
13					" 1137 K	
14					" 1138 K	
15					" 1139 N	
16					" 1141 N	
17					" 1142 N	
18					" 1144 P	
19					" 1145 P	
20					" 1143 P	
21					" 1146 P	
22					" 1147 P	
23					" 1148 P	
24					" 1149 P	
25					" 1150 P	
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REMARKS

PHOTOGRAPHER _____

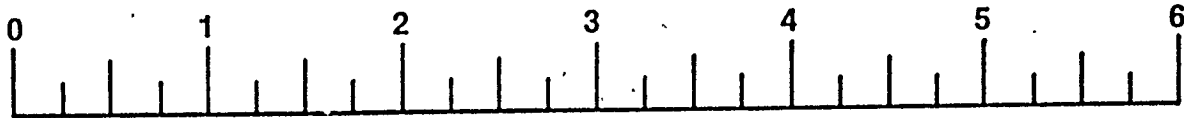
b6
b7c

DATE 10 / 18 / 00 ROLL # 7
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 SL-NEW

AGENCY FBI-SL



CAMERA Nikon F-4
 FILM : ASA 400
 ROLL No. 7

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec.Strobe - E
 Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	28-85	E			Adm	
2	28-85				Closeup 1151 P	
3					" 1152 P	
4					" 1153 P	
5					" 1154 P	
6					" 1155 N	
7					" 1156 N	
8					" 1157 N	
9					" 1158 N	
10					" 1159 N	
11					" 1160 P	
12					" 1161 M	
13					" 1162 O	
14					" 1163 O	
15					" 1164 O	
16					" 1165 O	
17					" 1166 O	
18					" 1167 O	
19					" 1167 O	
20					" 1168 O	
21					" 1169 O	
22					" 1170 O	
23					" 1171 M	
24					" 1172 N	
25						
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REMARKS

PHOTOGRAPHER _____

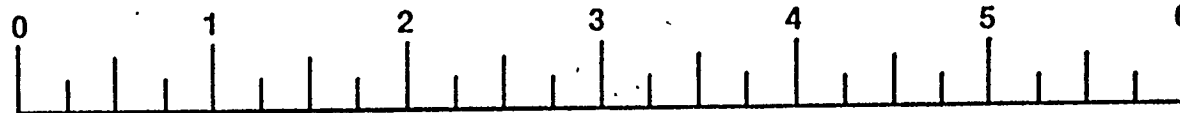


DATE 10 / 18 / 00 ROLL # 8
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 - SL - NEW

AGENCY FBI - SL



CAMERA Nikon F4

FILM : ASA 400

ROLL No. 8

LENS - Normal - N

Wide - W

Macro - M

Tele. - T

LIGHT - Available - A

Elec.Strobe - E

Flashbulb - F

Photo No. | Lens | Light | SS | f-stop | Description | Photo Log Sketch

Photo No.	Lens	Light	SS	f-stop	Description
1	2545	E			Adm
2					Closeup 1173 N
3					" 1174 N
4					" 1175 N
5					" 1177 N
6					" 1176 N
7					" 1179 1181 N
8					" 1180 1178 N
9					" 1180 N
10					" 1183 L
11					" 1184 L
12					" 1184 L
13					" 1185 L
14					" 1186 L
15					" 1187 N
16					" 1188 P
17					" 1189 1190 P
18					" 1190 P
19					" 1191 P
20					" 1192 P
21					" 1194 O
22					" 1195 O
23					" 1196 O
24					
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Photo Log Sketch

missed one photo
→ Somewhere

REMARKS

PHOTOGRAPHER _____



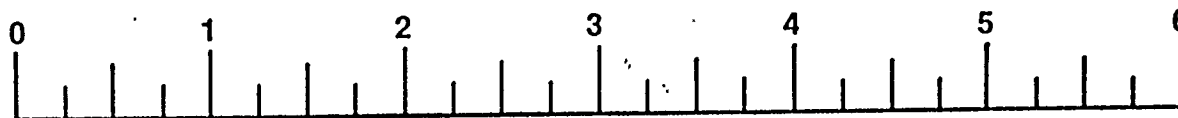
b6
b7c

DATE 10 / 18 / 00 ROLL # 9
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 - SL - NEW

AGENCY FBI - SL



CAMERA Nikon F4

FILM : ASA 400

ROLL No. 9

LENS - Normal - N

Wide - W

Macro - M

Tele. - T

LIGHT - Available - A

Elec.Strobe - E

Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	28-85	F			Adm	
2					Closeup #1197	
3					" 1199	
4					" 1199	
5					" 1198	
6					" 1200	
7					" 1201	
8					" 1202	
9					" 1203	
10					" 1204	
11					" 1205	
12					" 1206	
13					" 1207	
14					" 1208	
15					" 1209	
16					" 1210	
17					" 1211	
18					" 1212	
19					" 1213	
20					" 1214	
21					" 1215	
22					" 1215	
23					" 1217	
24					" 1220	
25						
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REMARKS

PHOTOGRAPHER _____



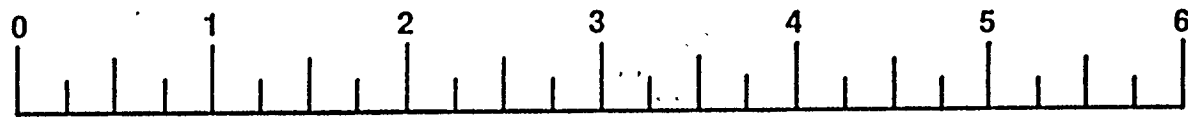
b6
b7C

DATE 10 / 18 / 00 ROLL # 10
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 -SL -NEW

AGENCY FBI-SL



CAMERA Nikon F4

FILM : ASA 400

ROLL No. 10

LENS - Normal - N

Wide - W

Macro - M

Tele. - T

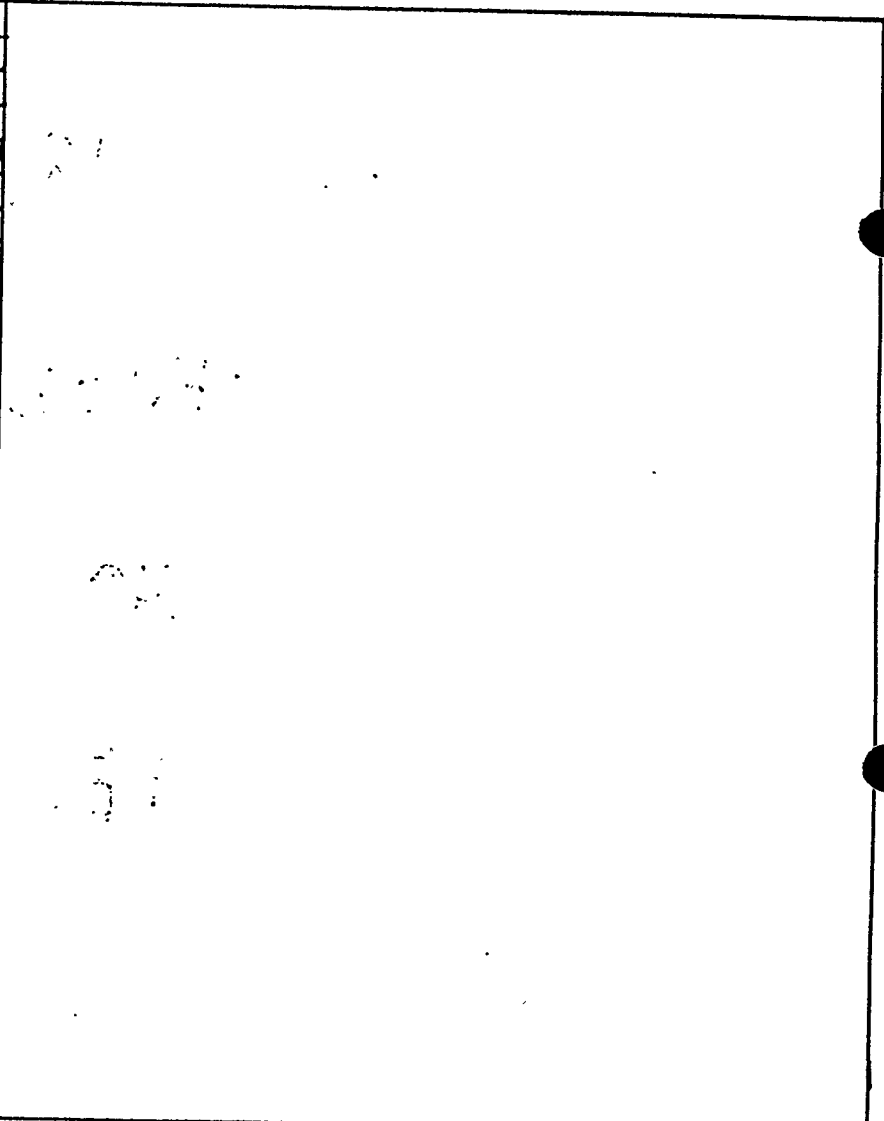
LIGHT - Available - A

Elec.Strobe - E

Flashbulb - F

Photo No.	Lens	Light	SS	f: stop	Description	Photo Log Sketch
-----------	------	-------	----	---------	-------------	------------------

1	28mm	E			Aperture Priority Adm
2					Closeup 1220
3					" 1221
4					" 1222
5					" 1223
6					" 1224
7					" 1225
8					" 1226
9					" 1227
10					" 1228
11					" 1229
12					" 1230
13					" 1231
14					" 1232
15					" 1233
16					" 1234
17					" 1237
18					" 1239
19					" 1240
20					" 1241
21					" 1242
22					" 1243
23					" 1246
24					" 1246
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REMARKS

PHOTOGRAPHER _____



DATE

10 / 18 / 00
Month Day Year

ROLL #

11

LOCATION

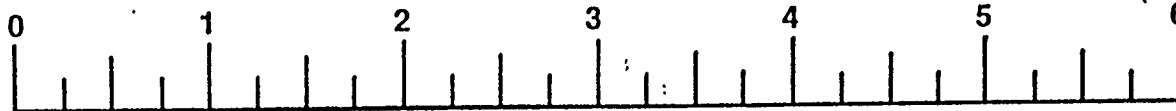
RICE ROAD SITE

CASE FILE

149 - SL - NEW

AGENCY

FBI - SL



CAMERA Nikon F4

FILM : ASA 400

ROLL No. 11

LENS - Normal - N

Wide - W

Macro - M

Tele. - T

LIGHT - Available - A

Elec.Strobe - E

Flashbulb - F

Photo No.	Lens	Light	SS	f-stop	Description
1	28-85	E	Aperture	Priority	Adm
2					Closeup 1248 R
3					" 1247 R
4					" 1249 P
5					Fireman cutting out air
6					" " " plane parts from tree (Section T)
7					Closeup 1250 P
8					" 1251 P
9					" 1252 P
10					" 1253 P
11					" 1254 P
12					" 1255 P
13					" 1256 P
14					" 1258 P
15					" 1260 N
16					" 1261 N
17					" 1262 N
18					" 1264 N
19					" 1265 R
20					" 1266 R
21					" 1267 R
22					" 1268 R
23					" 1269 R
24					" 1270 R
25					
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36					

Photo Log Sketch

plane parts from tree (Section T)

" " "

REMARKS

PHOTOGRAPHER _____



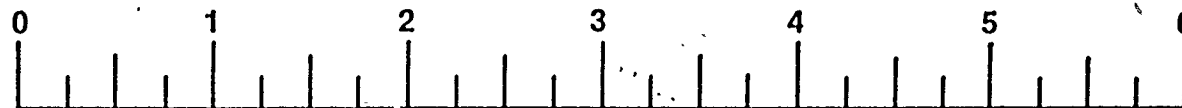
b6
b7C

DATE 10 / 18 / 00 ROLL # 12
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 -SL-NEW

AGENCY FBI - SL



CAMERA Nikon F-4
 FILM : ASA 400
 ROLL No. 12

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec.Strobe - E
 Flashbulb - F

Photo No. | Lens | Light | SS | f - stop | Description | Photo Log Sketch

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	28-85	E			Aperture Priority Adm	
2					Closeup 1271 R	
3					" 1272 R	
4					" 1274 R	
5					" 1275 R	
6					" 1276 R	
7					" 1277 R	
8					" 1278 R	
9					" 1279 R	
10					" 1280 R	
11					" 1281 R	
12					" 1282 R	
13					" 1283 R	
14					" 1284 R	
15					" 1285 R	
16					" 1286 R	
17					" 1283 R	
18					" 1290 S	
19					" 1293 S	
20					" 1295 S	
21					" 1296 S	
22					" 1297 S	
23					" 1298 S	
24					" 1299 S	
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REMARKS

PHOTOGRAPHER _____

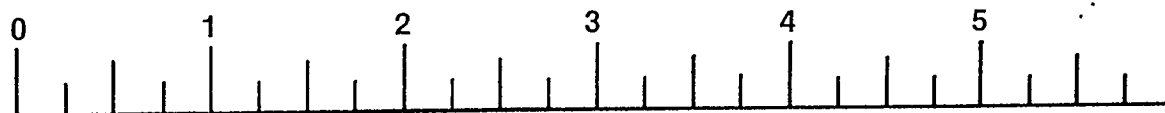
DATE 10 / 18 / 00 **ROLL #** 13
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 - SL - NEW

AGENCY FBI - SL

b6
b7c



CAMERA Nikon F4FILM : ASA 400ROLL No. 13

LENS - Normal - N

Wide - W

Macro - M

Tele. - T

LIGHT - Available - A

Elec. Strobe - E

Flashbulb - F

Photo No. | Lens | Light | SS | f - stop | Description

Photo Log Sketch

Photo No.	Lens	Light	SS	f - stop	Description
1	10mm	F	Aperture		Adm
2			Priority		Closeup 1300 R
3					" 1301 S
4					" 1302 S
5					" 1302 S
6					" 1303 S
7					" 1306 R
8					" 5002 AA
9					" 5005 BB
10					" 5006 CC
11					" 5007 DD
12					" 5008 X
13					" 5009 Z
14					" 5010 Y
15					
16					
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1019
tomorrow

R

O

Q

L

(ear - 5000 series)

Possible Hip
 Possible Vertebrae
 " "
 Possible Hip & Femur
 Possible Vertebrae
 " "

REMARKS

PHOTOGRAPHER _____

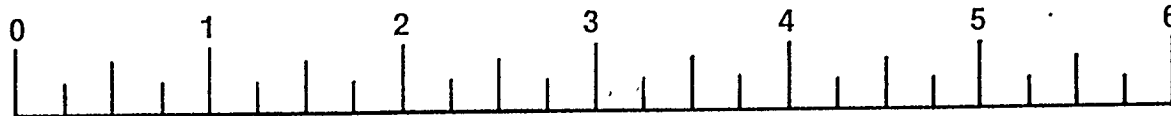
b6
b7c

DATE 10 / ~~10~~ 19 / 00 ROLL # 14
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 - SL - NEW

AGENCY FBI - SL



CAMERA Nikon F4
 FILM : ASA 400
 ROLL No. 14

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec.Strobe - E
 Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	Leica	E	Aperture		Adm	
2			Priority		Closeup #1310	T
3					" #1311	T
4					" #1313	T
5					" #1314	T
6					" #1315	T
7					" #1316	T
8					" #1317	T
9					" #1317	T
10					" #1318	T
11					" #1319	T
12					" #1320	T
13					" #1321	T
14					" #1322	T
15					" #1322	T
16					" #1323	T
17					" #1324	T
18					" #1325	T
19					" #1328	V
20					" #1330	V
21					" #1331	V
22					" #1332	V
23					" #1333	V
24					" #1334	V
25						
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Body Parts #1329 5000 Scalp w/ Brown Hair
 (no picture)(V)

REMARKS

PHOTOGRAPHER _____



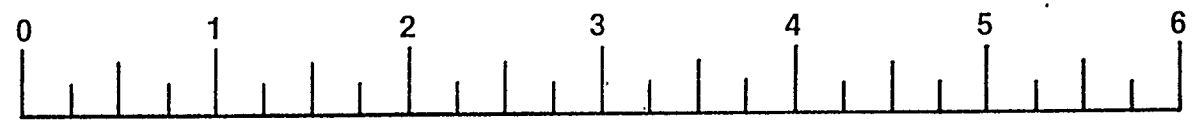
b6
b7C

DATE 10 / 19 / 00 ROLL # 15
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 - SL - NEW

AGENCY FBI - SL



CAMERA NIKON F4FILM: ASA 400ROLL No. 15

LENS - Normal - N

Wide - W

Macro - M

Tele. - T

LIGHT - Available - A

Elec. Strobe - E

Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	60mm Macro	F	Aperture		Adm	
2			Priority		Closeup #1335	V
3					" #1336	V
4					" #1337	V
5					" #1340	U
6					" #1340	U
7					" #1342	U
8					" #1343	U
9					" #1344	U
10					" #1346	U
11					Leg up in tree #1354	W (leg in tree)
12					Leg up in tree #1354	W (leg in tree)
13					Leg up in tree #1351	W (leg in tree)
14					" #1352	X
15					" #1354	W (leg on ground after removed from tree)
16					" #1355	W
17					" #1356	W
18					" Watch	W (Time 7:38)
19					" Back of Watch	W
20					" #1363	X
21					" #1373	AA
22					" #1375	CC
23					" #1376	CC
24					" #5039	R
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33						REMARKS
34						
35						
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PHOTOGRAPHER _____

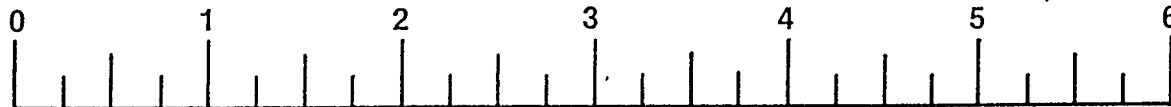
b6
b7c

DATE 10 / 19 / 00 ROLL # 16
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 - SL - NEW

AGENCY FBI - SL



CAMERA Nikon F4
 FILM: ASA 400
 ROLL No. 11e

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec. Strobe - E
 Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	60mm	F	Aperture	Priority	Adm	
2					Closeup #5040	T
3					" #5042	R
4					" #5046	L
5					" #5053	N
6					" #5049	K
7					" #5048	K
8					Flight Path or Crash	Path
9					Closeup #5052	m
10					Malfunction	
11					Closeup #5055	F
12					" # 5055 5055E	F
13					" #5060	F
14						
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4:35 Tissue
 4:40 Flesh
 4:55 Flesh & Bone
 4:55 Flesh

REMARKS

PHOTOGRAPHER

[Redacted]

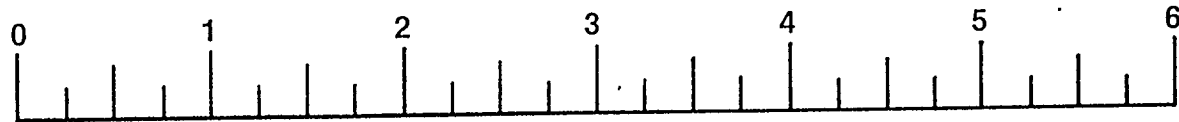
SI DIV

DATE 10 / 18 / 00 ROLL # 1
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149 - SL - New

AGENCY FBI - SL



CAMERA Nikon F-4
 FILM : ASA 400
 ROLL No. 1

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec.Strobe - E
 Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	28-85	E	APERTURE PRIORITY		Log IDENT PHOTO <i>ADM</i>	
2					Overview Section A	
3					Overview Section B	
4					Overview Section B	
5					Overview Section C	
6					Overview Section D	
7					Overview Section E	
8					Overview Section F	
9					Overview Section G	
10					Overview Section H	
11					Overview Section I	
12					Overview Section J	
13					Overview Section K	
14					Overview Section L	
15					Overview Section M	
16					Overview Section N	
17					Overview Section P	
18					Overview Section O	
19					Overview Section Q	
20					Overview Section R	
21					Overview Section S	
22					Overview Section T	
23					Overview Section U	
24					Overview Section V	
25						
26						
27						
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32						
33						
34						
35						
36						

REMARKS

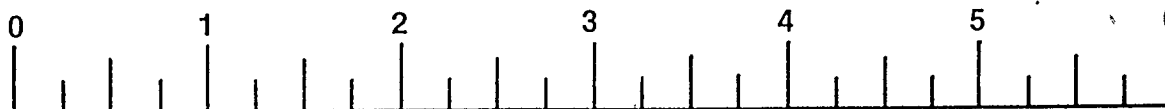
PHOTOGRAPHER SI DIV

DATE 10 / 18 / 00 ROLL # 2
Month Day Year

LOCATION Rice Rd. Site

CASE FILE 149-SL-NEW

AGENCY FBI - SL



b6
b7c

CAMERA Nikon F4
 FILM : ASA 400
 ROLL No. 2

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec.Strobe - E
 Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	28-85	E	Aperture Priority		Log Ident Photo Adm	
2					Overview Section W	
3					Overview Section X	
4					Overview Section Y	
5					Overview Section Z	
6					Overview Section AA	
7					Overview Section AA	
8					Overview Section BB	
9					Overview Section CC	
10					Overview Section CC	
11					Overview Section DD	
12					Photo of Search Scene X	
13					Photo of Search Scene X	
14					Photo of Search Scene W	
15					Poss Body Part Loc. W	
16					Poss Body Part Loc. W	
17					Recov. Team Sect. A	
18					Search Team Sect. F	
19					Search Team Sect. D	
20					Search Team Sect. F	
21					Poss Decent Sect. D	
22					Poss Decent Sect. D	
23					Poss Decent Sect. D	
24					Search Team Sect. K	
25						
26						
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REMARKS

PHOTOGRAPHER



SI DIV

DATE

10 / 18 / 00
Month Day Year

ROLL # 3

LOCATION

Rice Rd. Site

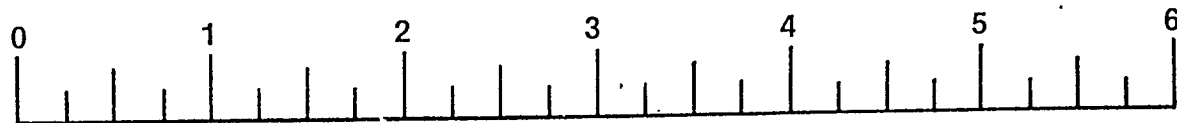
CASE FILE

149 - SL - NEW

AGENCY

FBI - SL

b6
b7C



CAMERA Nikon F4
 FILM : ASA 400
 ROLL No. 3

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec.Strobe - E
 Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	28-85	F	Aperture Priority		Log Ident. Photo Adm.	
2					Search Team Sect. O	
3					Recov. Team Sect. M	
4					Recov. Team Sect. K	
5					Recov. Team Sect. S	
6					Recov. Team Sect. T	
7					Recov. Team Sect. T	
8					Pass. Body Part Sect. W - In Tree	
9					Photo Team Sect. W	
10					Recov. Team Part From Tree Sect. W	
11					Recov. Team Part From Tree Sect. W	
12					Recov. Team Part From Tree Sect. W	
13					Recov. Team Sect. AA	
14					Photo Engine Sect. CC	
15					Recov. Team Sect. CC	
16					Recov. Team Sect. AB	
17					Pass. Body Part 5029 Bone & Tissue North of Sect. W	
18					Dido Photo # 17	
19					# 1290 Tissue North Section R	
20					Dido Photo # 19	
21					# 1030 Bone & Tissue Sect. K	
22					Dido Photo # 21	
23					Recov. Team Sect. K & L	
24					Recov. Team Sect. K & L	
25						
26						
27						
28						
29						
30						
31						
32						
33						
34						REMARKS
35						
36						

PHOTOGRAPHER _____

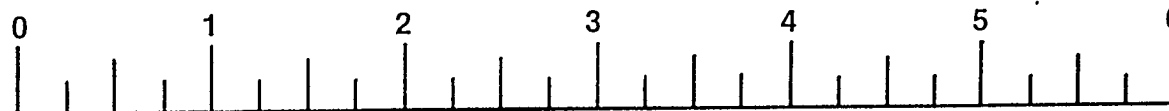
SI DIV

DATE 10 / 18 / 00 ROLL # 4
Month Day Year

LOCATION Rice Rd. Site

CASE FILE 149-SL-NEW

AGENCY FBI - SL



CAMERA Nikon F4
 FILM : ASA 400
 ROLL No. 4

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec.Strobe - E
 Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	28-85	E	Aperture priority		Log Ident. Photo Admin.	
2					#5031 Scalp Sect. K	
3					Dido Photo #2	
4					#5032 Bone Sect. J	
5					Dido Photo #4	
6					#5033 Flesh Sect. J	
7					Dido Photo #6	
8					Dido Photo #6	
9					#5012 & 5027 Tissue Sect. L	
10					Dido Photo #9	
11					#5011 Tissue Sect. N.	
12					Dido Photo #11	
13					Recov. Team Section L & K	
14					Recov. Team Sect. J	
15					#5034 Flesh Sect. K	
16					Dido Photo #15	
17					#5015 Tissue Sect. K	
18					Dido Photo #17	
19					#5035 Flesh Sect. K	
20					Dido Photo #19	
21					#5036 Bone Fragment Sect. L	
22					Dido Photo #21	
23					Recov. Team Sect. N	
24					Recov. Team Sect. N	
25						
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34						REMARKS
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PHOTOGRAPHER



SI DIV

DATE

10 / 18 / 00
Month Day Year

ROLL # 5

LOCATION

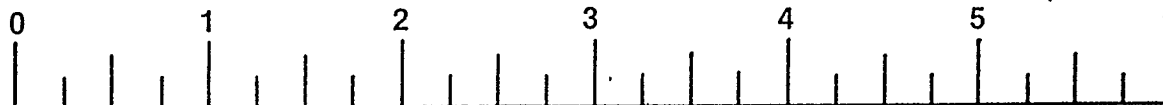
Rice Rd Site

CASE FILE

149-SL-NEW

AGENCY

FBI-SL



b6
b7c

CAMERA Nikon F-4
 FILM : ASA 400
 ROLL No. 5

LENS - Normal - N
 Wide - W
 Macro - M
 Tele. - T

LIGHT - Available - A
 Elec. Strobe - E
 Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1	28-85	E	Aperture, Priority		Log Ident. Photo Adair	
2					No Shot	
3					Bone & Tissue Sect. M	
4					Dido Photo #3	
5					Bone & Tissue Sect. M	
6					Dido Photo #5	
7					#5044 Jaw Bone & Teeth Sect. M	
8					Dido Photo #7	
9					#5045 Jaw Bone & Teeth Sect. K	
10					Dido Photo #9	
11					#5047 Misc. Tissue Sect. F	
12					Dido Photo #11	
13					#5051 Bone Frag Sect. J	
14					Dido Photo #13	
15					#5054 Misc. Tissue Sect. K	
16					Dido Photo #15	
17					#5057 Bone & Flesh Sect. J	
18					Dido Photo #17	
19					#5058 Tissue Sect. J	
20					Dido Photo #19	
21					No Shot	
22					No Shot	
23					No Shot	
24					No Shot	
25						
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REMARKS

PHOTOGRAPHER

[Redacted Name Box]

SI DIV

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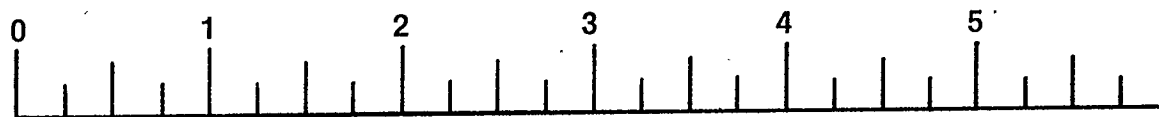
DATE 10 / 20 / 00 ROLL # ~~26~~ 26
Month Day Year

LOCATION Rice Rd. Site

149A-SL-186162

CASE FILE 149-SL-NEW

AGENCY FBI-SL



CAMERA _____

FILM : ASA _____

ROLL No. _____

LENS - Normal - N

Wide - W

Macro - M

Tele. - T

LIGHT - Available - A

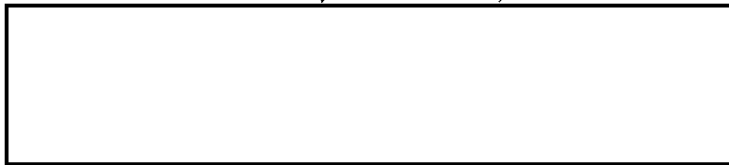
Elec. Strobe - E

Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1					Log Ident. Photo Admin	
2					BIO BAG # 5081 SEC	P
3					BIO BAG # 5081 SEC	P
4					BIO BAG # 5082 SEC	P
5					BIO BAG # 5082 SEC	P
6					BIO BAG # 5075 SEC	N
7					BIO BAG # 5075 SEC	N
8					PIECE OF SKIN # 5083 SEC	N
9					PIECE OF SKIN # 5083 SEC	N
10					PIECE OF SKIN # 5083 SEC	N
11					HAIR SCALP # 5084 SEC	N
12					HAIR SCALP # 5084 SEC	N
13					END OF LOG	
14						
15						
16						
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REMARKS

PHOTOGRAPHER



SI DIV

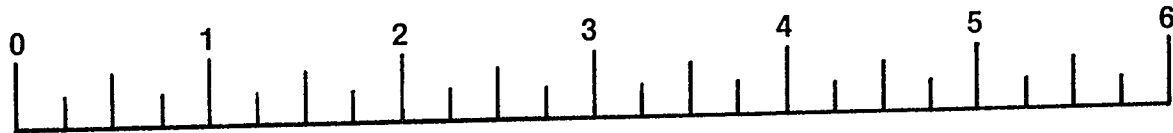
b6
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DATE 10 / 20 / 00 ROLL # 7
Month Day Year

LOCATION Rice Rd. Site

CASE FILE 149A-SL-18616a

AGENCY FBI-SL



CAMERA _____

FILM : ASA _____

ROLL No. _____

LENS - Normal - N

Wide - W

Macro - M

Tele. - T

LIGHT - Available - A

Elec. Strobe - E

Flashbulb - F

Photo No. | Lens | Light | SS | f - stop | Description | Photo Log Sketch

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1					Log Ident Photo Admin	
2					5061 Misc Tissue Bag Sect. Q	
3					Recov. Team Sect. Z	
4					Recov. Team Sect. Z	
5					Bio bag 5069 Sect	
6					" " "	
7					" 5070 Sec M	
8					" 5070 Sec M	
9					" 5071 Sec M	
10					5071 "	
11					" 5072 Sec K	
12					" 5072 Sec K	
13					Finger with mic Bone 5074 Sec O	
14					Finger with mic Bone 5074 Sec O	
15					Finger with mic Bone 5074 Sec O	
16					Bone with tissue GRID O	
17					Bone with tissue	
18					FOOT (RIGHT) 5078 Sec. N	
19					FOOT - Right 5078 Sec. N	
20					BONE FRAGMENT 5079 Sec. N	
21					BONE FRAGMENT 5079 Sec. N	
22					Bio Bag # 5080 Sec. O	
23					Bio Bag # 5080 Sec. O	
24					Bio Bag # 5080 Sec. O	
25						
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33						REMARKS
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PHOTOGRAPHER



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DATE

10 / 22 / 2000
Month Day Year

ROLL #

1

LOCATION

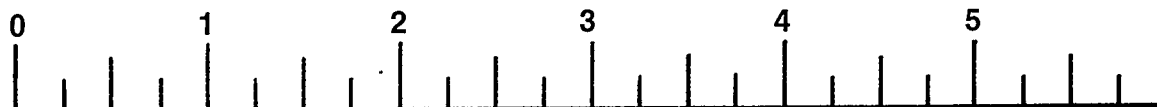
Rice Rd site

CASE FILE

149A-5L-¹⁸⁶~~158~~162

AGENCY

FBI - SL



CAMERA _____

FILM : ASA _____

ROLL No. _____

①
10/22/00

LENS - Normal - N

Wide - W

Macro - M

Tele. - T

LIGHT - Available - A

Elec. Strobe - E

Flashbulb - F

Photo No. | Lens | Light | SS | f - stop | Description | Photo Log Sketch

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1					Admin	
2					"	
3					EXIT GRID CC	
4					"	
5					"	
6					"	
7					"	
8					CORNER GRID DD	
9					CORNER GRID CC	
10					" " DD	
11					GRID DD	
12					" CC	
13					CORNER GRID DD	
14					" " CC	
15					" " AA	
16					CORNER GRIDS AA+BB	
17					GRID BB	
18					" AA	
19					" Z	
20					" Z	
21					" Y	
22					" Y	
23					CORNER GRID X	
24					" X	
25					GRID W	
26					" W	
27					TOP IT AA	
28						
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REMARKS

PHOTOGRAPHER _____



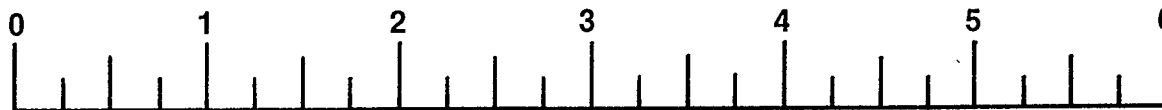
b6
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DATE 10 / 22 / 2000 ROLL # 2
Month Day Year

LOCATION Rice Rd. Site

CASE FILE 149 A-5L-186162

AGENCY FBI -5L



CAMERA _____

FILM : ASA _____

ROLL No. 2

10/22/00

LENS - Normal - N

Wide - W

Macro - M

Tele. - T

LIGHT - Available - A

Elec.Strobe - E

Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1					ADMIN	
2					GRID W	
3					" "	
4					" AA	
5					TOP GRID W	
6						
7					TOP GRID W	
8					TOP GRID U	
9					TOP CORNER U	
10					TOP CORNER S	
11					GRID T	
12					" T	
13					" R	
14					" Q	
15					" O	
16					" O	
17					" P	
18					" P	
19					" N	
20					" N	
21					" N	
22					" L	
23					" L	
24					" L	
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REMARKS

PHOTOGRAPHER _____



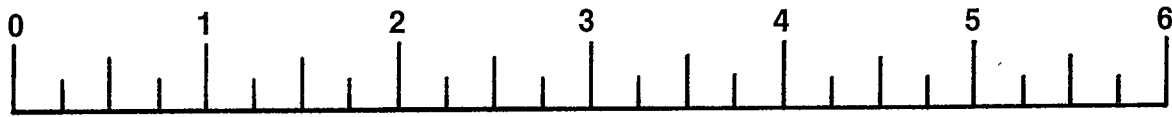
b6
b7c

DATE 10 / 22 / 2000 ROLL # 3
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149A-SL-186162

AGENCY FBI



CAMERA _____

FILM : ASA _____

ROLL No. _____

③
10/22/00

LENS - Normal - N

Wide - W

Macro - M

Tele. - T

LIGHT - Available - A

Elec.Strobe - E

Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1					ADMIN	
2					GRID J	
3					" JJ	
4					" JJ	
5					" II	
6					" G	
7					" H	
8					" H	
9					" H	
10					" E	
11					" F	
12					" F	
13					" F	
14					" F	
15					" C	
16					" C	
17					" C	
18					" D	
19					" D	
20					" B	
21					" B	
22					" B	
23					" B	
24					" A	
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REMARKS

PHOTOGRAPHER

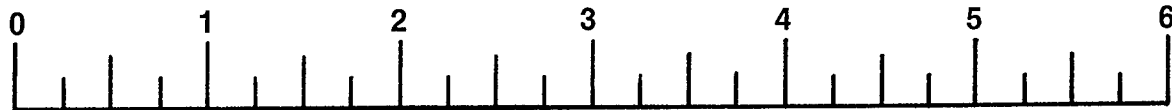
b6
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DATE 10 / 22 / 2000 ROLL # 4
Month Day Year

LOCATION RICE ROAD SITE

CASE FILE 149A-SL-1860162

AGENCY FBI



CAMERA _____

FILM : ASA _____

ROLL No. _____

(4)
10/22/00

LENS - Normal - N

Wide - W

Macro - M

Tele. - T

LIGHT - Available - A

Elec.Strobe - E

Flashbulb - F

Photo No.	Lens	Light	SS	f - stop	Description	Photo Log Sketch
1					ADMIN	
2					GRID A	
3					" A	
4					" A	
5					" K	
6					" K	
7					" M	
8					" M	
9					" M	
10					EXIT - ENTRY POINT	
11					" " "	
12					" " "	
13					" " "	
14					" " "	
15					" " "	
16					" " "	
17					" " "	
18					" " "	
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REMARKS

EVIDENCE RECOVERY LOG - Total Station - Human Remains

Location: Jefferson County
Goldman, MO
 Date: 11/17/2002
 Case Identifier: 149A-SL-186162
 Log Preparer: SA [redacted]
 Assistants: _____

Personnel

[redacted] MSHP
 [redacted] MSHP
 [redacted] FBI

b6
b7C

b6
b7C

Item #	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1001	POSSIBLE HUMAN REMAINS	SECTION H	[redacted]		✓	I		w/I 20' OF C.L
1002	POSSIBLE HUMAN REMAINS (FOOT)	"	"		✓			
1003	POSSIBLE HUMAN REMAINS	"	"		✓			
1004	" " "	"	"		✓			
1005	" " "	"	"		✓			
1012	" " "	SECTION G	"		✓			FURTHER MOST BODY PART IN SECT. H.
1013	" " "	"	"		✓			
1014	" " "	SECTION H	"		✓			w/I 20' OF E
1015	" " "	SECTION J	"		✓			" "
1016	" " "	"	"		✓			" "
1017	" " "	"	"		✓			" "
1018	" " "	"	"		✓			3 FINGERS w/ 2 RINGS
1019	" " "	"	"		✓			w/I 20' OF E ←
1020	" " "	"	"		✓			" "
1021	" " "	"	"		✓			" "
1023	" " "	"	"		✓			" "

b6
b7C

From E

FLESH & METAL PIECE

EVIDENCE RECOVERY LOG - Human Remains - Total Station

Location: Jefferson County, Missouri
 Date: 10/17/2000
 Case Identifier: 149A-SL-186162
 Log Preparer:
 Assistants:

b6
b7C

Personnel MISHP
 -MISHP
 FBI
 FBI

b6
b7C

Item No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1024	POSSIBLE HUMAN REMAINS	SECTION J	<u> </u>		Y	I		W/I 20' OF E
1025	" " "	"	"		"	"		" "
1026	" " "	"	"		"	"		
1027	" " "	"	"		"	"		
1028	" " "	"	"		"	"		
1029	" " "	"	"		"	"		
1030	" " "	"	"		"	"		FURTHER MOST POINT OF HUMAN REMAINS IN SECT J
1031	" " "	"	"		"	"		
1033	" " "	SECTION L	"		"	"		
1034	" " "	"	"		"	"		
1035	" " "	"	"		"	"		
1036	" " "	"	"		"	"		
1037	" " "	"	"		"	"		
1038	" " "	"	"		"	"		FURTHER MOST
1039	" " "	"	"		"	"		FURTHER MOST POINT OF HUMAN REMAINS IN SECTION L
1041	" " "	"	"		"	"		

b6
b7C

L.

EVIDENCE RECOVERY LOG - HUMAN REMAINS - TOTAL STATION

Location: Jefferson County, Missouri

Date: 10/17/2000

Case Identifier: 149A-SL-186162

Log Preparer: SA [redacted]

Assistants: _____

Personnel

[redacted] - MSHP
 [redacted] MSHP
 [redacted] - FBI
 [redacted] - FBI

b6
b7C

b6
b7C

No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1042	BONE - POSSIBLE HUMAN REMAINS	SECTION <u>✓</u>	[redacted]		Y	I		
1045	POSSIBLE HUMAN REMAINS	"	"		"	"		
1046	" "	"	"		"	"		
1047	" "	"	"		"	"		
1048	" "	"	"		"	"		
1049	" "	"	"		"	"		
1050	" "	SECTION <u>J</u>	"		"	"		
1051	" "	"	"		"	"		
1053	" "	SECTION <u>I</u>	"		"	"		w/ I 20' of
1054	" "	"	"		"	"		" "
1055	" "	"	"		"	"		" "
1056	" "	"	"		"	"		" "
1057	" "	"	"		"	"		" "
1058	POSSIBLE HUMAN REMAINS c/o METAL PIECE	"	"		"	"		" "
1059	POSSIBLE HUMAN REMAINS	"	"		"	"		" "
1060	" "	"	"		"	"		

b6
b7C

EVIDENCE RECOVERY LOG Human Remains Total Station

Location: Jefferson County, Missouri

Date: 10/17/2000

Case Identifier: 149A-SL-186162

Log Preparer:

Assistants:

Personnel

 -MSHP
 -MSHP
 FBI
 FBI

b6
b7C

b6
b7C

Item No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1061	POSSIBLE HUMAN REMAINS	SECTION I	<u> </u>		Y	I		
1062	" "	" "	" "		"	"		
1064	" "	" "	" "		"	"		FURTHER MOST IN SECTION I
1066	" "	" "	" "		"	"		ON TREE
1067	" "	" "	" "		"	"		ON TREE
1068	" "	" "	" "		"	"		IN TREE W/I 20' OF E
1069	" "	" "	" "		"	"		CLOTH ON TREE W/I 20' OF E
1070	" "	SECTION H	" "		"	"		ON TREE (CLOTHES) W/I 20' OF E
1071	" "	SECTION J	" "		"	"		W/I 20' OF E
1072	" "	" "	" "		"	"		" "
1073	" "	" "	" "		"	"		" "
1074	" "	" "	" "		"	"		" "
1076	" "	SECTION K	" "		"	"		" "
1077	" "	SECTION M	" "		"	"		" "
1078	" "	SECTION K	" "		"	"		" "
1079	" "	" "	" "		"	"		IN TREE W/I 20' OF E

b6
b7C

EVIDENCE RECOVERY LOG *HUMAN REMAINS - TOTAL STATION*

Location: Jefferson County, Missouri
 Date: 10/17/2000
 Case Identifier: 149A-SL-186162
 Log Preparer: SA [redacted]
 Assistants: _____

Personnel
 [redacted] - MSHP
 [redacted] - MSHP
 [redacted] - FBI
 [redacted] - FBI

b6
b7C

b6
b7C

No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1080	POSSIBLE HUMAN REMAINS	SECTION K	[redacted]		Y	I		w/ 20' OF E (D.S. (RECORD))
1081	" "	" "	" "		"	"		
1083	" "	" "	" "		"	"		BO-SE
1084	" "	" "	" "		"	"		BO-SE
1085	" "	" "	" "		"	"		BO-SE
1086	" "	" "	" "		"	"		
1087	MISS POINT	" "	" "		-	-		
1088	POSSIBLE HUMAN REMAINS	SECTION N	" "		Y	I		w/ 20' OF E SLEEVE w/ FLESH
1089	" "	" "	" "		"	"		w/ 20' OF E
1090	" "	" "	" "		"	"		w/ 20' OF E HAND
1091	" "	SECTION M	" "		"	"		" "
1092	" "	" "	" "		"	"		
1095	" "	SECTION K	" "		"	"		w/ 20' OF E
1098	" "	SECTION M	" "		"	"		" " "
1099	" "	" "	" "		"	"		
1100	" "	" "	" "		"	"		IN TREE

b6
b7C

EVIDENCE RECOVERY LOG - Human Remains Total Station

Location: Jefferson County, Missouri
 Date: 10/18/2000
 Case Identifier: 149A-SL-18162
 Log Preparer: SA [redacted]
 Assistants: _____

b6
b7C

Personnel

[redacted]	-MSHP
[redacted]	-MSHP
[redacted]	-FBI
[redacted]	-FBI

b6
b7C

No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1101	POSSIBLE HUMAN REMAINS	SECTION M	[redacted]		Y	I		
1102	"	SECTION H	"		"	"		FINGER INSIDE METAL PIECE
1103	"	"	"		"	"		w/ 20' of E
1104	"	"	"		"	"		w/ 20' of E
1105	"	SECTION I	"		"	"		w/ 20' of E
1106	"	SECTION K	"		"	"		w/ 20' of E HAND-2
1107	"	"	"		"	"		" "
1108	"	"	"		"	"		" "
1109	"	"	"		"	"		
1110	"	"	"		"	"		
1111	"	"	"		"	"		
1118	"	SECTION M	"		"	"		
1119	"	SECTION O	"		"	"		
1120	"	"	"		"	"		
1121	"	SECTION M	"		"	"		
1122	"	"	"		"	"		HAND

b6
b7C

EVIDENCE RECOVERY LOG - Human Remains - Total Station

Location: Jefferson County, Missouri

Date: 10/18/2000

Case Identifier: 149A-SL-186162

Log Preparer: SA

Assistants:

Personnel

 -MSHP
 -MSHP
 -FBI
 -FBI

b6
b7C

b6
b7C

Item No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1123	POSSIBLE HUMAN REMAINS	SECTION M			✓	I	BIG BAG	
1124	"	"	"		"	"	"	
1125	"	"	"		"	"	"	w/I 20' of G
1126	"	"	"		"	"	"	"
1127	"	"	"		"	"	"	w/I 20' of G HAIR / BONE / FLESH
1129	"	"	"		"	"	"	w/I 20' of G
1130	"	"	"		"	"	"	" "
1131	"	"	"		"	"	"	" "
1132	"	"	"		"	"	"	" "
1133	"	"	"		"	"	"	" "
1134	"	"	"		"	"	"	" "
1135	"	"	"		"	"	"	" " POSSIBLE PRINT
1136	"	SECTION K	"		"	"	"	
1137	"	"	"		"	"	"	SMALL PIECE OF FLESH
1138	"	"	"		"	"	"	
1139	"	SECTION N	"		"	"	"	w/I 20' of G G (PIECE)

b6
b7C

EVIDENCE RECOVERY LOG - Human Remains - Total (STATIM)

Location: Jefferson County, Missouri

Date: 10-18-2000

Case Identifier: 149A-SL-186162

Log Preparer: [Redacted]

Assistants: [Redacted]

b6
b7C

Personnel

[Redacted] - MSHP
 [Redacted] - MSHP
 [Redacted] - FBI
 [Redacted] - FBI

b6
b7C

Item No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1141	POSSIBLE HUMAN REMAINS	SECTION N	[Redacted]		Y	I	BIG BAGS	W/ 20' OF C
1142	"	"	"		"	"	"	" "
1143	"	SECTION P	"		"	"	"	" " LARGE PIECE
1144	"	"	"		"	"	"	" "
1145	"	"	"		"	"	"	" "
1146	"	"	"		"	"	"	" " SMALL PIECE
1147	"	"	"		"	"	"	" "
1148	"	"	"		"	"	"	" "
1149	"	"	"		"	"	"	" "
1150	"	"	"		"	"	"	" "
1151	"	"	"		"	"	"	" "
1152	"	"	"		"	"	"	ON TREE LIMB (CLIFF)
1153	"	"	"		"	"	"	" "
1154	"	"	"		"	"	"	ON ROCK. 150' OFF 150' OFF
1155	"	SECTION N	"		"	"	"	" "
1156	"	"	"		"	"	"	" "

b6
b7C

EVIDENCE RECOVERY LOG - Human Remains Total Station

Location: Jefferson County, Missouri

Date: 10/16/2000

Case Identifier: 149A-SL-186162

Log Preparer: SW

Assistants:

Personnel

[Redacted]	MSHP
[Redacted]	MSHP
[Redacted]	FBI
[Redacted]	FBI
[Redacted]	
[Redacted]	

b6
b7C

b6
b7C

No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1157	POSSIBLE HUMAN REMAINS	SECTION N	[Redacted]	[Redacted]	Y	I	ISEC BAG	w/I 20' of E
1158	"	"	"	"	"	"	"	" "
1159	"	SECTION M	"	"	"	"	"	" "
1160	"	SECTION P	"	"	"	"	"	" " FINGER w/ LARGE SCALP
1161	"	SECTION M	"	"	"	"	"	w/I 20' of E FINGER
1162	"	SECTION O	"	"	"	"	"	" " SCALP WEAR
1163	"	"	"	"	"	"	"	w/I 20' of E
1164	"	"	"	"	"	"	"	w/I 20' of E (IN TREE)
1165	"	"	"	"	"	"	"	w/I 20' of E
1166	"	"	"	"	"	"	"	" "
1167	"	"	"	"	"	"	"	" " (2 PIECES)
1168	"	"	"	"	"	"	"	w/I 20' of E
1169	"	"	"	"	"	"	"	" "
1170	"	"	"	"	"	"	"	" "
1171	"	SECTION M	"	"	"	"	"	" "
1172	"	SECTION N	"	"	"	"	"	" "

b6
b7C

RED TIE

EVIDENCE RECOVERY LOG - HUMAN REMAINS TOTAL STATION

Location: Jefferson County, Missouri

Date: 10/18/2000

Case Identifier: 149A-SL-186162

Log Preparer: SA [redacted]

Assistants: _____

Personnel

[redacted] MSHF
 [redacted] MSHF
 [redacted] MSHF/FBI
 [redacted] FBI

b6
b7C

b6
b7C

No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1173	POSSIBLE HUMAN REMAINS	SECTION N	[redacted]		Y	I	BIG BAG	
1174	"	"	"		"	"	"	ROCK DROP-OFF
1175	"	"	"		"	"	"	ROCK DROP-OFF
1176	"	"	"		"	"	"	ROCK DROP-OFF
1177	"	"	"		"	"	"	" "
1178	"	"	"		"	"	"	
1180	"	"	"		"	"	"	Item # 1179 WAS SCRATCHED.
1181	"	"	"		"	"	"	
1183	"	SECTION L	"		"	"	"	20' w/I G (2 pieces)
1184	"	"	"		"	"	"	" " "
1185	"	"	"		"	"	"	
1186	"	"	"		"	"	"	
1187	"	SECTION N	"		"	"	"	
1188	"	SECTION P	"		"	"	"	w/I 20' OF G
1190	"	"	"		"	"	"	" " Bone +
1191	"	"	"		"	"	"	" " (HAIR) piece in tree

b6
b7C

piece
in
tree

EVIDENCE RECOVERY LOG - Human Remains Total Station

Location: Jefferson County, Missouri
 Date: 10/18/2000
 Case Identifier: 149A-SL-186162
 Log Preparer: SA [redacted]
 Assistants: _____

Personnel

[redacted] - MSHP
 [redacted] - MSHP
 [redacted] FBI
 [redacted] FBI

b6
b7C

b6
b7C

No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1192	POSSIBLE HUMAN REMAINS	SECTION P	[redacted]		Y	I	BIO BAG	WT 20' OF C
1194	" "	SECTION O	"		"	"	"	" "
1195	" "	"	"		"	"	"	" "
1196	" "	"	"		"	"	"	" "
1197	" "	"	"		"	"	"	" "
1198	" "	"	"		"	"	"	" "
1199	" "	"	"		"	"	"	" (2 PIECES)
1200	" "	"	"		"	"	"	
1201	" "	"	"		"	"	"	IN TREE
1202	" "	"	"		"	"	"	
1203	" "	"	"		"	"	"	
1204	" "	"	"		"	"	"	
1205	" "	"	"		"	"	"	
1206	" "	"	"		"	"	"	
1207	" "	"	"		"	"	"	BIG BEPE
1208	" "	"	"		"	"	"	

b6
b7C

EVIDENCE RECOVERY LOG - Human Remains Total Station

Location: Jefferson County, Missouri

Date: 10/19/2000

Case Identifier: 149A-SL-186162

Log Preparer: SA [redacted]

Assistants: _____

b6
b7C

Personnel

[redacted]	MSHP
[redacted]	-MSHP
[redacted]	-FB
[redacted]	-EBI

b6
b7C

Item No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1209	POSSIBLE HUMAN REMAINS	SECTION 0	[redacted]		Y	I	BE BAG	
1210	" "	SECTION Q	"		"	"	"	w/I 20' OF E
1211	" "	"	"		"	"	"	" "
1212	" "	"	"		"	"	"	w/I 20' OF E LARGE REMAINS
1213	" "	"	"		"	"	"	w/I 20' OF E
1214	" "	"	"		"	"	"	" "
1215	" "	"	"		"	"	"	" " (2 pieces)
1217	" "	"	"		"	"	"	REMAINS ON STICK
1220	" "	"	"		"	"	"	REMAINS ON METAL PIECE
1221	" "	"	"		"	"	"	
1222	" "	"	"		"	"	"	
1223	" "	"	"		"	"	"	
1224	" "	"	"		"	"	"	
1225	" "	"	"		"	"	"	w/I 20' OF E
1226	" "	"	"		"	"	"	
1227	" "	"	"		"	"	"	

b6
b7C

hair

EVIDENCE RECOVERY LOG - Human Remains - Total Station

Location: Jefferson County, Missouri
 Date: 10/18/2000
 Case Identifier: 149A-SL-18162
 Log Preparer: SA [Redacted]
 Assistants: _____

Personnel

[Redacted] - MSHP
 [Redacted] - MSHP
 [Redacted] - FBI

b6
b7C

b6
b7C

Item No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1228	Possible Human Remains	Section Q			Y	I	BIG BAG	
1229	" "	"	"		"	"	"	(Boxes) w/I 20' of E
1230	" "	"	"		"	"	"	w/I 20' of E
1231	" "	"	"		"	"	"	" "
1232	" "	"	"		"	"	"	" " (IN TREE)
1233	" "	"	"		"	"	"	w/I 20' of E
1234	" "	"	"		"	"	"	" "
1235	" "	" "	" "	" "	" "	" "	" "	" "
1237	" "	" "	" "		"	"	"	" " " (IN TREE)
1239	" "	Section Q	"		"	"	"	w/I 20' of E
1240	" "	"	"		"	"	"	" "
1241	" "	"	"		"	"	"	w/I 20' of E (2 pieces)
1242	" "	"	"		"	"	"	w/I 20' of E
1243	" "	"	"		"	"	"	" " (IN TREE)
1246	" "	"	"		"	"	"	w/I 20' of E (2 pieces)
1247	" "	Section R	"		"	"	"	w/I 20' of E

b6
b7C

1-1/2 hrs
1-1/2 hrs
pieces

EVIDENCE RECOVERY LOG - Human Remains Total Station

Location: Jefferson County MissouriDate: 10/18/2000Case Identifier: 149A-SL-186162Log Preparer: SA [redacted]

Assistants: _____

Personnel

[redacted]	<u>MSAP</u>
[redacted]	<u>MSAP</u>
[redacted]	<u>FBI</u>
[redacted]	<u>FBI</u>

b6
b7Cb6
b7C

No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1248	POSSIBLE HUMAN REMAINS	SECTION R			Y	I	BIB BAG	IN TREE (W/ 20' OF E)
1249	" "	SECTION P	"		Y	I	"	IN TREE " "
1250	" "	"	"		"	"	"	
1251	" "	"	"		"	"	"	
1252	" "	"	"		"	"	"	SMALL PIECE
1253	" "	"	"		"	"	"	
1254	" "	"	"		"	"	"	PIECE OF FOAM WITH REMAINS ATTACHED.
1255	" "	"	"		"	"	"	2 pieces
1256	" "	"	"		"	"	"	
1258	" "	"	"		"	"	"	
1260	" "	SECTION N	"		"	"	"	
1261	" "	"	"		"	"	"	
1262	" "	"	"		"	"	"	BONE
1264	" "	"	"		"	"	"	
1265	" "	SECTION R	"		"	"	"	
1266	" "	"	"		"	"	"	BONE

b6
b7C

EVIDENCE RECOVERY LOG - Human Remains Total Station

Location: Jefferson County, Missouri
 Date: 10/18/2000
 Case Identifier: 149A-SL-186/62
 Log Preparer: SJA
 Assistants: _____

Personnel
 _____ - MSHP
 _____ - MSHP
 _____ - FBI
 _____ - FBI

b6
b7C

b6
b7C

Item No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1267	POSSIBLE HUMAN REMAINS	SECTION R			Y	I	RED BAG	BONE
1268	" "	"	"		"	"	"	
1269	" "	"	"		"	"	"	
1270	" "	"	"		"	"	"	
1271	" "	"	"		"	"	"	
1272	" "	"	"		"	"	"	LITTLE BONE
1274	" "	"	"		"	"	"	
1275	" "	"	"		"	"	"	
1276	" "	"	"		"	"	"	
1277	" "	"	"		"	"	"	2 - pieces > 1-BIG 1-LITTLE
1278	" "	"	"		"	"	"	
1279	" "	"	"		"	"	"	
1280	" "	"	"		"	"	"	
1281	" "	"	"		"	"	"	2 - pieces > 1-FLESH 1-BONE
1282	" "	"	"		"	"	"	
1283	" "	"	"		"	"	"	

b6
b7C

EVIDENCE RECOVERY LOG - Human Remains Total Station

Location: Jefferson County, Missouri
 Date: 10/18/2000
 Case Identifier: 149A-SL-186/62
 Log Preparer: SA [redacted]
 Assistants: _____

Personnel

[redacted]	MSHP
[redacted]	MSHP
[redacted]	FBI
[redacted]	FBI
[redacted]	
[redacted]	

b6
b7C

b6
b7C

Item No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1284	POSSIBLE HUMAN REMAINS	SECTION R	[redacted]	[redacted]	Y	I	BIO BAG	BLUE W/I 20' of E
1285	"	"	"	"	"	"	"	W/I 20' of E
1286	"	"	"	"	"	"	"	" "
1290	"	SECTION S	"	"	"	"	"	
1293	"	"	"	"	"	"	"	
1295	"	"	"	"	"	"	"	IN TREE
1296	"	"	"	"	"	"	"	BLUE
1297	"	"	"	"	"	"	"	
1298	"	"	"	"	"	"	"	W/I 20' of E
1299	"	"	"	"	"	"	"	" "
1300	"	SECTION R	"	"	"	"	"	" "
1301	"	SECTION S	"	"	"	"	"	" "
1302	"	"	"	"	"	"	"	" (2 PIECES)
1303	"	"	"	"	"	"	"	" (LARGE SPIN AREA)
1306	"	SECTION R	"	"	"	"	"	"
1310	"	SECTION T	"	"	"	"	"	W/I 20' of E

b6
b7C

EVIDENCE RECOVERY LOG - Human Remains TOTAL Station

Location: Jefferson County, Missouri

Date: 10/19/2000

Case Identifier: 149A-SL-186162

Log Preparer:

Assistants: _____

b6
b7C

Personnel

	MSP
	MSP
	MSP
	FBI
	FBI

b6
b7C

No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1311	POSSIBLE AREA HUMAN REMAINS	Section T			Y	I	BIG BAGS	w/I 20' of E
1313	" "	" "	" "		"	"	"	" " (BONE)
1314	" "	" "	" "		"	"	"	" "
1315	" "	" "	" "		"	"	"	RIB BONES
1316	" "	" "	" "		"	"	"	BONE
1317	" "	" "	" "		"	"	"	2-pieces (1- in tree 1- on ground)
1318	" "	" "	" "		"	"	"	
1319	" "	" "	" "		"	"	"	RIB BONES
1320	" "	" "	" "		"	"	"	
1321	" "	" "	" "		"	"	"	BONES w/ FLESH
1322	" "	" "	" "		"	"	"	2-pieces
1323	" "	" "	" "		"	"	"	1-piece
1324	" "	" "	" "		"	"	"	1-piece
1325	" "	" "	" "		"	"	"	
1328	" "	Section V	" "		"	"	"	
1329	" "	" "	" "		"	"	"	FLAGGED IN 500' DEEPER w/ BIG HOLE

b6
b7C

EVIDENCE RECOVERY LOG - Human Remains Total Station

Location: Jefferson County, Missouri

Date: 10/19/2000

Case Identifier: 149A-SL-1816J

Log Preparer: SA [redacted]

Assistants: _____

Personnel

[redacted]	MSHP
[redacted]	MSHP
[redacted]	MSHP
[redacted]	FBI
[redacted]	FBI

b6
b7C

b6
b7C

No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1330	POSSIBLE HUMAN REMAINS	SECTION V			Y	I	BIG BAG	PIECES w/ TISSUE
1331	"	"	"		"	"	"	
1332	"	"	"		"	"	"	BONE w/ 20' of
1333	"	"	"		"	"	"	W/ 20' of
1334	"	"	"		"	"	"	w/ 20' of
1335	"	"	"		"	"	"	" "
1336	"	"	"		"	"	"	FIB BONE w/ TISSUE
1337	"	"	"		"	"	"	
1340	"	SECTION U	"		"	"	"	
1342	"	"	"		"	"	"	IN TREE
1343	"	"	"		"	"	"	
1344	"	"	"		"	"	"	FLESH w/ WATCH LINKS
1346	"	"	"		"	"	"	w/ 20' of
1351	"	SECTION W	"		"	"	"	w/ 20' of
1352	"	SECTION X	"		"	"	"	2PI SECTION w/ 20' of
1354	"	SECTION W	"		"	"	"	UP IN TREE w/ 20' of

b6
b7C

7:38 PM

EVIDENCE RECOVERY LOG - HUMAN REMAINS TOTAL STATION

Location: JEFFERSON County, Missouri
 Date: 10/19/2000
 Case Identifier: 149A-SL-186162
 Log Preparer: [Redacted]
 Assistants: _____

Personnel

[Redacted] - MSHF
 [Redacted] - MSHF
 [Redacted] - MSHF
 [Redacted] - FBI
 [Redacted] - FBI

b6
b7C

b6
b7C

Item No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
1355	POSSIBLE HUMAN REMAINS	SECTION W	[Redacted]		Y	I	BIG BAG	
1356	"	"	"		"	"	"	BONE & FLESH
1357	"	SECTION Y	"		"	"	"	POSSIBLE VERT. (5005)
1360	"	SECTION Z	"		"	"	"	20' W/ E (5003)
1361	"	"	"		"	"	"	" (5009)
1362	"	SECTION X	"		"	"	"	" (5008)
1363	"	"	"		"	"	"	BONE
1370	"	SECTION BB	"		"	"	"	POSS. VERT. (5005)
1373	"	SECTION AA	"		"	"	"	POSS. HIP
1374	"	"	"		"	"	"	POSS. HIP. (5002)
1375	"	SECTION CC	"		"	"	"	LARGE BONE w/ FLESH
1376	"	"	"		"	"	"	
1377	"	SECTION DD	"		"	"	"	POSS. HIP/FEMUR (5007)
1378	"	SECTION CC	"		"	"	"	POSS. VERT. (5006)
1379	"	SECTION DD	"		"	"	"	(5004)

b6
b7C

20' W/ E

POSSIBLE VERT.

*

EVIDENCE RECOVERY LOG - Human Remains - GRID

Location: Jefferson County
 Date: 10-18, 19, 20 2000
 Case Identifier: 149A-SL-186162
 Log Preparer: _____
 Assistants: _____

Persornel

_____	FBI
_____	FBI
_____	FBI
_____	FBI
_____	FBI
_____	FBI

b6
b7C

b6
b7C

18
10-18-00

Item No.	Description	Where Found	Found By - TIME	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
5000	Possible Skin w/ Brown hair	lower Raxer	12:12 pm					
5001	ARM HAND PRINTER	CC	12:49 pm					
5002	Possible Bone	MLW AA	17:15					
5003	Possible Bone		1600					
5004	Possible Skin		4:15 pm					
5005	Possible Bone	BB	5:18 pm					
5006	Possible Bone	CC	5:21 pm					
5007	Possible Bone (FEMUR) HIP	DD	5:24 pm					
5008	Possible TISSUE	X	5:38 pm					
5009	Possible BONE	Z	5:39 pm					
5010	Possible Bone	B-Y	5:43 pm					
5011	Misc TISSUE	N	10:00 am					
5012	" TISSUE	L	9:57					
5013	" "	L	9:58					
5014	" "	L	9:59					
5015	" "	L	9:59					

EVIDENCE RECOVERY LOG - Human Remains - Grid

Location: Jefferson County, Missouri

Date: 10-19-2000

Case Identifier: 149A-SL-1861.62

Log Preparer:

Assistants: _____

b6
b7C

Personnel

									-FBI
									-FBI
									-FBI
									-FBI
									-FBI
									-FBI

b6
b7C

● No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
5016	Skin flap	K	1109					
5018	Possibly hair	K	1110					
5017	Possible hand	O	1110					
5019	Tissue	M	1133					
5020	Tissue	O	1135					
5021	Possible bone	K	1144					
5022	Possible Bone/Flesh	K	1154					
5023	Poss Bone	H	1205					
5024	Silver Rolex Oyster PERPETUAL DATEJUST serial							brown leather band 1/6220 Tim reference 7:29:48 DATE 1/6 1/6 serial
5025	Possible Tissue	H	155					
5026	Possible BONE ^{TISSUE}	R	2:11					
5027	Possible Tissue	L	2:15					
5028	Possible Tissue	I	2:24					
5029	Possible Bone/Tissue	N of W ^{seeter}	8233					
5030	Possible Bone/Tissue	K	242					
5031	Possible Scalp	K	254					

EVIDENCE RECOVERY LOG - Human Remains - GRID

Location: Jefferson County, Missouri

Date: 10-19-2000

Case Identifier: 149A-SL-186162

Log Preparer: _____

Assistants: _____

Personnel: _____ - FBI

 _____ - FBI
 _____ - FBI
 _____ - FBI
 _____ - FBI

b6
b7C

b6
b7C

No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
5032	Possible	J	302					
5033	^{POSSIBLE} Maxilla Bone	K	31500					
5034	Possible Tissue	K	318					
5035	" "	I	319					
5036	Poss. Bone	L	322					
5037	Poss. Tissue	L	325					
5038	Possible "	J	334					
5039	Possible Bone	R	336					
5040	Poss. Tissue	T	345					
5041	Poss. Tissue	N	1541					
5042	" Bone/Tissue	R	355					
5043	Possible Tissue	M	1559					
5044	Possible ^{POSSIBLE} Tooth	M	410					
5045	Poss. Tooth/Jaw	K	406					
5046	Poss. tissue	L	415					
5047	" "	F	414					

EVIDENCE RECOVERY LOG - Human Remains-GRID

Location: Jefferson County Missouri

Personnel

Date: 10-19-2000 & 10-20-2000

Case Identifier: 149A-SL-186162

Log Preparer:

Assistants: _____

b6
b7C

		FBI
		FBI
		FBI
		FBI
		FBI

b6
b7C

ID No.	Description	Where Found GRID	Found By TIME	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
5048	Possible Tissue	K	4:30 pm					
5049	Possible Tissue	K	4:35 pm					
5050	Possible Tissue	P	4:38 pm					
5051	Poss. Tib Bone	I	4:32 pm					
5052	Poss Tissue	M	4:40 pm					
5053	Poss. Tissue	N	4:42 pm					
5054	Poss Tissue	K	4:37 pm					
5055	Poss Tib Bone	F	4:55 pm					
5056	Misc. Tissue	O	4:48 pm					
5057	Poss Bone/Tissue	I	4:48 pm					
5058	Poss. Tissue	J	4:51 pm					
5059	Poss Tissue	J	1630					
5060	Poss Tissue	F	5:15 pm					
5061	Poss Tissue	Q	8:34 AM					
5062	Poss Bone/Tissue	T	9:01 AM					
5063	Misc. Tissue	PP	9:02 AM					

10-20-00

EVIDENCE RECOVERY LOG - Human Remains - GRID

Location: Jefferson County Missouri
 Date: 10-20-2000
 Case Identifier: 149A-SK-186162
 Log Preparer:
 Assistants: _____

Personnel



- FBI _____
 ME'S OFFICE _____

b6
b7c

b6
b7c

Item No.	Description	Where Found GRID	Found By TIME	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
5064	Misc. Tissue	V	9:23 AM					
5065	Poss. Bone + Tissue	K	9:20 AM					
5066	Misc. Tissue	T	9:27 AM					
5067	Misc. Bone + Tissue	P	9:30 AM					
5068	Misc Bone + Tissue	BB	9:57 AM					
5069	Misc Bone + Tissue	K	10:45 AM					
5070	Misc Bone + Tissue	M	10:50 AM					
5071	Bone + Tissue	M	10:55 AM					
5072	Hair + Scalp	K	10:58 AM					
5073	Possible Bone	U	12:04 PM					
5074	Possible Fingert	O	12:45 PM					
5075	Possible Tissue	N	12:51 PM					
5076	Possible Tissue	O	12:55 PM					
5077	Possible Hair	O	12:45 PM					
5078	Possible Rt. Foot	N	1:07 PM					
5079	Possible Bone	N	1:39 PM					

EVIDENCE RECOVERY LOG - Personal Effects

b6
b7C

Location: Jeff County, Missouri

Date: 10-19-2000

Case Identifier: 149A ~~1173~~ -SL-186162

Log Preparer: _____

Assistants: _____

Personnel
A, B, C, D, E, F, G
Clear
#JK b6
b7C

[Redacted] - FBI
[Redacted] MSHP
[Redacted] - FBI
[Redacted] - FBI
[Redacted] MSHP
[Redacted] MSHP
[Redacted] Jeff Co
[Redacted] Jeff Co

BB - B10 BAG

Grid

Item #	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
J	BB - RED BOOK							
J	BB - DK STRIPPED MATERIAL							
J	BB - UI BLUE SHIRT							
J	BB - UI SHIRT							
J	BB - UI POSS. COAT							
J	BB - BLUE SUIT JACKET							
J	BB - DK STRIPE SUIT COAT							
J	BB - SHIRT "RAG"							
J	BB - UI SHOE							
J	BB - UI JACKET							
J	BB - MISC ITEMS (STICKERS - SIGNAGE)							
I	BB - BLUE MAT							
I	BB - INS CARD							
I	BB - WATCH PIECE / BLUE MAT							
F	BB MISC ITEMS							
K	BB - BLUE Tie							

EVIDENCE RECOVERY LOG - PERSONAL EFFECTS

Location: Jefferson County, Missouri

Date: 10-19-2000

Case Identifier: 149A-SL-186162

Log Preparer:

Assistants: _____

Personnel

FBI

b6
b7C

b6
b7C

GRID

No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
K	BB-MISC BAG							
H	BB-WE POSS. BONE							
E	BB-Rdex watch-face time 7:39 (date: 16)							
L	BB- clothing							
L	BB- Blueshirt/cont/tie							
L	BB- Birthday Card							
L	BB- Black Pouch							
L	BB- Black Belt							
L	BB- MISC CLOTHING							
L	BB- Black Shoe							
L	BB- Shirt Piece							
L	BB- Black pants Pocket							
L	BB- Four \$20.00 Bills							
L	BB- INS Card / Shoe heel							
L	BB- Bag of socks							
L	BB Black Strip pants							

EVIDENCE RECOVERY LOG - Personal Effects

Location: Jefferson County, Missouri

Personnel _____

Date: 10-19-00

Case Identifier: 149A-SL-1816142

b6
b7C

Log Preparer:

Assistants: _____

GRID

No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D. Indirect-I	Packaging Method	Misc. Comments
L	BBM.C. ID Card							
K	BB-Gov Cert. (Med Cert.)							
L	BB- MISC BAG							
L	BB- Phone Card							
L	BB- sock / Personal Papers							
L	BB- BAG w/ papers							
N	BB- BB BAG of MISC clothes							
N	BB- Bag of MISC clothes							
N	BB- Bag heel of shoe							
N	BB- bag misc clothes (bag)							
N	BB- bag with shoe							
N	BB- bag credit card / ID / Key to plane							
N	BB- bag with check book of Roger Carnahan							
N	BB- bag with dog plunger / DL of R Carnahan							
N	BB- bag with luggage bag							
N	BB- 2 MISC bags of papers							

EVIDENCE RECOVERY LOG - Personal Effects

Location: Jefferson County, MissouriDate: 10-19-2000Case Identifier: 149A-SL-186162

Log Preparer

Assistants:

Personnel

b6
b7c

GRIP

• No.	Description	Where Found	Found By	Collected By	Photo	Making Direct-D Indirect-I	Packaging Method	Misc. Comments
M	BB- MISC clothes							
M	BB- Burned white cloth							
M	BB- Blue/red Plastic							
M	BB' MISC Papers							
P	BB- MISC clothing (bag)							
P	BB- bag Sprint calling card							
P	BB- bag shaving bag							
P	BB- bag papers with "R. Carnahan" logo							
P	BB- bag w/ Randy Carnahan billfold (brown)							
O	BB- bag w/ bloody misc clothes (pants/shirt/underwear)							
P	BB- bag with misc. papers.							
P	BB, bag w/ paper case + battery							
O	BB- MISC papers							
M	BB- MISC clothing							
O -	BB- UI black cloth							
O -	BB- corp credit card mel Carnahan							

EVIDENCE RECOVERY LOG

LOCATION Rice Road Site, Jefferson County, MO
 DATE 10-18-00 - 10-20-00
 CASE IDENTIFIER 149A ~~149A~~ SL-186167/NTSB-CH101HA011
 PREPARER/ASSISTANTS [Redacted]

PERSONNEL Sgt [Redacted] - MSHP
SA [Redacted] - FBI-ERT
[Redacted] - FAA
[Redacted] - CESMg
[Redacted] - Cassng

b6
b7c

b6
b7c

ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct-D Indirect-I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
A1005	NOSE GEAR DOOR	A	FAA / NTSB	(General)	D	Bulk to Hungar	
A1006	AFT BULKHEAD 0823402-2	A	FAA / NTSB	"	"	"	
A1007	TIP TANK SKIN	A	"	"	"	"	
A1008	FUEL BLADDER	A	"	"	"	"	
A1009	TIP TANK BAND	A	"	"	"	"	
B1027	TIP TANK FUEL DRAIN	B	"	"	"	"	
B1027	TIP TANK 0823400-871	B	"	"	"	"	
B1023	NOSE GEAR DOOR	B	"	"	"	"	
B1024	FUEL UNIT	B	"	"	"	"	
B1025	TIP TANK W/ LIGHT	B	"	"	"	"	
B1026	GRIMES COVER SN51156	B	"	"	"	"	
B1028	LOWER WING SKIN	B	"	"	"	"	
C1030	SKIN	C	"	"	"	"	
C1031	MAIN GEAR DOOR	C	"	"	"	"	
C1032	TIP TANK SKIN	C	"	"	"	"	
C1033	SPAR 0822500-25	C	"	"	"	"	
C1034	MAGNETO DRIVE	C	"	"	"	"	
C1037	TIP TANK PUMP	C	"	"	"	"	
D1045	TIP TANK AFT	D	"	"	"	"	
D1046	TIP TANK PUMP	D	"	"	"	"	
D1047	RADOME	D	"	"	"	"	
C1048	TIP TANK SKIN	C	"	"	"	"	
D1049	RED GLASS PARTS NOT MARKED	D	"	"	"	"	
D1050	RADOME	D	"	"	"	"	
D1051	TIP TANK BULKHEAD + SPAR	D	"	"	"	"	
D1052	NOSE GEAR DOOR	D	"	"	"	"	
E1056	RIGHT WING TANK w/ CAP	E	"	"	"	"	
E1057	CLOCK FACE NOT MARKED	E	"	"	"	"	
E1058	ENGINE MAPELLE	E	"	"	"	"	
E1059	FUEL BLADDER PIN 9910082-20	E	"	"	"	"	
F1077	LEFT NOSE BAGGAGE DOOR	F	"	"	"	"	
E1078	PROP BLADE	E	"	"	"	"	
E1079	REAR WING SPAR	E	"	"	"	"	

EVIDENCE RECOVERY LOG

LOCATION _____
 DATE _____
 CASE IDENTIFIER (Same As Above)
 PREPARER/ASSISTANTS _____

PERSONNEL _____

(Same As Above)

ITEM#	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct-D Indirect-I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
F1080	NOSE GEAR	F	FAA/NTSB		D	Bulk to Hanger	
F1081	OXYGEN VALVE	F	FAA/NTSB	(General)	"	"	
F1082	ROCKER ARM	F	"	"	"	"	
F1083	PROP BLADE	F	"	"	"	"	
F1084	ENGINE COWL	F	"	"	"	"	
F1085	JACK POINT	F	"	"	"	"	
F1088	RADOME	F	"	"	"	"	
G1090	PROP HUB	G	"	"	"	"	
G1092	ALTIMETER FACE	G	"	"	"	"	
G1093	OIL DOOR	G	"	"	"	"	
G1094	PLASTIC - CLEAR	G	"	"	"	"	
G1095	COWL	G	"	"	"	"	
G1096	TIP TANK SKIN	G	"	"	"	"	
G1097	IMPULSE COUPLING DRIVE	G	"	"	"	"	
G1098	DOORSAL FAIRING	G	"	"	"	"	
G1099	UPPER CABIN SKIN	G	"	"	"	"	
E1100	RIGHT UPPER COWL	F	"	"	"	"	
H1108	SPAR	H	"	"	"	"	
H1109	PIOP	H	"	"	"	"	
H1110	ELEVATOR WEIGHT	H	"	"	"	"	
H1111	NOSE GEAR	H	"	"	"	"	
H1112	NOSE RETRACT MECH	H	"	"	"	"	
H1113	CYLINDER HEAD PARTS	H	"	"	"	"	
H1114	MAGNETO DRIVE	H	"	"	"	"	
H1115	BLACK DRIVE	H	"	"	"	"	
H1116	PISTON? NOT MARKED	H	"	"	"	"	
H1118	GEAR STRUT	H	"	"	"	"	
H1117	SWITCHES PITOT HEAT	H	"	"	"	"	
H1119	WING SECTION + FLAP	H	"	"	"	"	
H1120	PROP HUB	H	"	"	"	"	
H1121	CYLINDER HEAD	H	"	"	"	"	
H1123	842130-4 + FUSE BEACON	H	"	"	"	"	
H1124	RIGHT MAIN GEAR DOOR	H	"	"	"	"	

EVIDENCE RECOVERY LOG

PAGE 3 OF 7

LOCATION _____
 DATE _____
 CASE IDENTIFIER (Same As Above)
 PREPARER/ASSISTANTS _____

PERSONNEL _____

(Same As Above)

ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct—D Indirect—I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
J1129	PROP	J	FAA / NTSB	(General)	D	Bulk Hanger	
J1130	DIRECTIONAL CARD OBS?	J	"	"	"	"	
J1131	INSTRUMENT KNOB + CASE	J	"	"	"	"	
J1132	0831329-2	J	"	"	"	"	
J1133	INTERIOR PANEL	J	"	"	"	"	
J1134	OXYGEN BOTTLE	J	"	"	"	"	
J1135	TIP TANK AFT	J	"	"	"	"	
J1136	CABLE + TURNBUCKLE NOT MARKED	J	"	"	"	"	
J1137	ELEVATOR SPRING - NOT MARKED	J	"	"	"	"	
J1138	RUDDER PEDAL	J	"	"	"	"	
J1139	PROP BLADE CYL PARTS	J	"	"	"	"	
J1140	PISTON PIN	J	"	"	"	"	
J1141	CRANKSHAFT MAIN WHEEL	J	"	"	"	"	
J1142	NOSE GEAR DOOR	J	"	"	"	"	
J1144	LEFT UPPER COWL	J	"	"	"	"	
K1149	FUSE SKIN	K	"	"	"	"	
K1150	VACUUM GYRO ROTOR	K	"	"	"	"	
K1151	DIRECTIONAL CARD + RADIO	K	"	"	"	"	
K1152	BEARING JOURNAL	K	"	"	"	"	
K1153	SIGMA-TEC CASE	K	"	"	"	"	
K1154	BEARING JOURNAL	K	"	"	"	"	
K1155	VACUUM HOSE + WIRING ASSEMBLY MARKED 1 TEE, 1 SCREEN, 1 FITTING	K	"	"	"	"	
K1156	ACCESSORY GEAR	K	"	"	"	"	
K1157	AILERON TRIM TAB	K	"	"	"	"	
K1158	CYLINDER	K	"	"	"	"	
K1159	BEARING JOURNAL	K	"	"	"	"	
J1160	PROP BLADE	J	"	"	"	"	
K1161	AUTO PILOT CONTROL	K	"	"	"	"	
L1162	FUEL SYSTEM COMPONENTS NOT MARKED	L	"	"	"	"	
L1163	WIRE BUNDLE NOT MARKED + SEAT FRAME	L	"	"	"	"	
L1164	INST PANEL START SWITCHES ETC..	L	"	"	"	"	
L1165	SEAT PAN	L	"	"	"	"	

EVIDENCE RECOVERY LOG

LOCATION _____
 DATE _____
 CASE IDENTIFIER (Same As Above)
 PREPARER/ASSISTANTS _____

PERSONNEL _____

(Same As Above)

ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct-D Indirect-I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
L1166	TURBO	L	FAA/NTSD	(General)	D	Bulk to Hangar	
L1167	FUSELAGE + WING	L	"	"	"	"	
L1167	FUSELAGE + WING	L	"	"	"	"	
L1173	LEFT MAIN GEAR POOR	L	"	"	"	"	
L1174	TAIL TIE DOWN	L	"	"	"	"	
L1178	ELEVATOR	L	"	"	"	"	
L1176	RT FLAP + RT WING LOCKER	L	"	"	"	"	
L1177	BEARING JOURNAL	L	"	"	"	"	
L1178	WING ATTACH MAIN TUBE	L	"	"	"	"	
L1179	GEAR BOX	L	"	"	"	"	
L1180	MAIN WHEEL GEAR MOTOR	L	"	"	"	"	
N1182	MAGNETO	N	"	"	"	"	
N1183	ENGINE MOUNT BUSHING	N	"	"	"	"	
L1184	MAIN GEAR UPPER	L	"	"	"	"	
L1185	P/N: 43989-3908 ACTUATOR	L	"	"	"	"	
N1188	CABIN OVERHEAD VENTS	N	"	"	"	"	
N1189	UNKNOWN PUM W/4FT HOSE	N	"	"	"	"	
N1190	MAG DRIVE + CABIN STEP	N	"	"	"	"	
N1191	FUEL SELECTOR PLACARDS	N	"	"	"	"	
N1192	EVAPORATOR	N	"	"	"	"	
N1193	WING LOCKER POOR	N	"	"	"	"	
N1195	MAIN LANDING GEAR WITH TIRE + WHEEL RT?	N	"	"	"	"	
N1196	ENGINE MOUNT	N	"	"	"	"	
N1198	ROCKER ARM NOT MARKED						
N1197	ROCKER ARM NOT MARKED						
N1199	ROCKER ARM NOT MARKED	N	"	"	"	"	
N1200	ELT	N	"	"	"	"	
M1201	RIBBIT ELEVATOR	M	"	"	"	"	
M1203	RUDDER TRIM TAB	M	"	"	"	"	
M1204	IGNITION WIRES	M	"	"	"	"	
M1202	RUDDER CAP	M	"	"	"	"	
M1205	ENG BEARINGS AND ATTITUDE INDICATOR FACE	M	"	"	"	"	

EVIDENCE RECOVERY LOG

LOCATION _____
 DATE _____
 CASE IDENTIFIER (Same As Above)
 PREPARER/ASSISTANTS _____

PERSONNEL _____
(Same As Above)

ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct—D Indirect—I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
O1207	FLOW DIVIDER	O	FAA/NISD	(General)	D	Bulk to Hangar	
O1210	HINGE BEARING	O			"	"	
O1211	ENGINE CASE	O			"	"	
O1212	ENGINE CASE VACUUM PUMP DRIVE	O			"	"	
O1213	RIGHT ELEVATOR	O			"	"	
O1214	VERTICAL STABILIZER	O			"	"	
O1215	FUSELAGE AT CABIN DOOR	O			"	"	
P1218	OIL FILTER	P			"	"	
P1219	ENGINE VALVE	P			"	"	
P1220	RUDDER PEARL NOT MARKED	P			"	"	
P1221	NOSE TIRE	P			"	"	
P1222	SEAT STRUCTURE	P			"	"	
P1223	CIRCUIT BOARD	P			"	"	
R1227	TURBO IMPELLER	R			"	"	
R1228	FLAP MOTOR - ROCKER ARM	R			"	"	
R1229	EVAPORATOR	R		"	"		
T1230	FUEL PUMP	T		"	"		
R1231	BEACON	R		"	"		
R1232	TURBO CONTROLLER	R		"	"		
R1233	SEAT BELT WITH SHOULDER STRAPS	R		"	"		
R1234	9910287-11 PRESSURE SWITCH	R		"	"		
R1235	ENGINE CASE	R		"	"		
Q1236	RT TIP TANK BULKHEAD	Q		"	"		
Q1237	INDUCTION	Q		"	"		
Q1238	SURFACE COUNTER WEIGHT	Q		"	"		
Q1239	BENDIX PIN: 3602137-0501	Q		"	"		
S1243	ENVIRONMENTAL CONTROLS	S		"	"		
S1242	PUMP 0823400-157	S		"	"		
S1244	ELEVATOR OUTBOARD STAB	S		"	"		
S1245	CONTROL COLUMN	S		"	"		
T1246	AIP ACTUATOR PIN: 43989-49	O8 T		"	"		
T1248	ENGINE IN TREE	T		"	"		
T1249	HORIZONTAL STABILIZER	T		"	"		

EVIDENCE RECOVERY LOG

LOCATION _____
 DATE _____
 CASE IDENTIFIER (Same As Above)
 PREPARER/ASSISTANTS _____

PERSONNEL _____

(Same As Above)

ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct—D Indirect—I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
T1250	VACUUM PUMP	T	FAA / NTSB	(General)	D	Bulk to Hangar	
T1251	RUDDER TUBE	T		"	"	"	
T1252	BRAKE MASTER CYLINDER	T		"	"	"	
V1255	MOTOR ASSY + SEAT STRUCTURE	V		"	"	"	
V1256	CABIN DOOR LOWER	V		"	"	"	
V1257	SEAT CUSHIONS	V		"	"	"	
V1258	WING ATTACH BOLT	V		"	"	"	
V1259	MAIN GEAR RETRACT MECHANISM	V		"	"	"	
U1261	ENGINE CASE	U		"	"	"	
U1262	RETRACTABLE LANDING LIGHT	U	"	"	"		
U1263	STORMSCOPE	U	"	"	"		
U1264	CAM	U	"	"	"		
U1266	MAGNETO	U	"	"	"		
U1268	PROP SPRING	U	"	"	"		
W1269	FIRE EXTINGUISHER	W	"	"	"		
W1270	CYLINDER + PISTON	W	"	"	"		
W1271	ELEVATOR COUNTER WEIGHT	W	"	"	"		
W1272	OXYGEN BOTTLE	W	"	"	"		
U1273	PROP HUB ENGINE CASE	U	"	"	"		
U1275	CYLINDER + PISTON + SEAT	U	"	"	"		
X1277	SEAT FRAME	X	"	"	"		
X1286	SEAT FRAME	X	"	"	"		
X1287	DOOR FRAME SEAT FRAME + CAPSULE	X	"	"	"		
X1288	LANDING GEAR STRUCTURE	X	"	"	"		
X1289	PROP BLADE + BUCKLE	X	"	"	"		
V1290	TURBO IMPELLER	X	"	"	"		
Z1291	CYLINDER TOP	Z	"	"	"		
X1292	OXYGEN BOTTLE	X	"	"	"		
Z1293	TURNBUCKLE	Z	"	"	"		
Z1294	TURBO HOUSING + ENGINE GEAR	Z	"	"	"		
Z1295	OIL PUMP	Z	"	"	"		
Z1296	AMMETER Eng. Mount	Z	"	"	"		

EVIDENCE RECOVERY LOG

LOCATION _____
 DATE _____
 CASE IDENTIFIER (Same As Above)
 PREPARER/ASSISTANTS _____

PERSONNEL _____

(Same As Above)

ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct—D Indirect—I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
Z1297	ROTOR PART W/ FEMALE SPLINE (Brown)	Z	FAA-/NSTB	(General)	D	Bulk to Hanger	
Y1298	MAGNETO DRIVE + ACES. GEAR	Y	el	el	el	el	
Y1299	OXYGEN INDICATOR	Y	el	el	el	el	
Y1300	ENGINE OIL COOLER	Y	el	el	el	el	
Y1301	AILERON WEIGHT	Y	el	el	el	el	
AA1303	RHEOSTAT	AA	el	el	el	el	
AA1304	BEARING NOT MARKED	AA	el	el	el	el	
AA1305	CASE - ENGINE	AA	el	el	el	el	
AA1306	DRIVE GEAR	AA	el	el	el	el	
AA1307	STARTER	AA	el	el	el	el	
CC13	ENGINE CRANKSHAFT	CC	el	el	el	el	
AA1320	MAGNETO CASE	AA	el	el	el	el	
AA1323	PROP + ENGINE CASE	AA	el	el	el	el	
CC1324	TURBO CASE	CC	el	el	el	el	
CC1325	LANDING GEAR	CC	el	el	el	el	
CC1326	H15 FOG 8 H04 RETAINED	CC	el	el	el	el	
CC1327	TURBO NOT MARKED	CC	el	el	el	el	
CC1328	ENGINE CASE	CC	el	el	el	el	
CC1329	PAPER GASKET RETAINED	CC	el	el	el	el	
CC1330	ENGINE STARTER	CC	el	el	el	el	
DD1330	HINGE BEARING INSTRUMENT CASE	DD	el	el	el	el	

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 03/16/2004

To: St. Louis

From: St. Louis

Squad 5

Contact: [redacted] 2650

Approved By: [redacted]

b6
b7C

Drafted By: [redacted] gwf *[initials]*

Case ID #: 149A-SL-186162 (Pending)

Title: Carnahan, Melvin, E;
Carnahan, Roger, Andrew;
ET AL

Synopsis: To remove Special Agent (SA) [redacted] as Case Agent and reassign SA [redacted] as Case Agent.

b6
b7C

Details: Due to the assignment of SA [redacted] to the St. Louis Drug Enforcement Administration (DEA) Task Force, it is requested that SA [redacted] be removed as Case Agent.

Additionally, SA [redacted] has been intimately involved in the initial crash investigation, corresponding with the National Transportation Safety Board (NTSB) and communicating with the victim's families. SA [redacted] advised SA [redacted] that the only work remaining on the captioned case involves drying bloodstained evidence and releasing or disposing of such evidence according to the desire of the victim's families. SA [redacted] plans to handle the disposition of evidence and appropriate communications. Consequently, it is requested that SA [redacted] be named as Case Agent on captioned case.

b6
b7C

◆◆

076gwf01.ec

[redacted]

The only remaining work to be done is drying the evidence, which SA [redacted] has indicated she needs to do, not SA [redacted]
*149A
3/16/04*

#6 [signature]

[signature]

Reassigned to SA [redacted]

b6
b7C

UPLOADED TO ACR/ATF

BY SL *[signature]* 3-18-04

149A-SL-186162 -94

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 06/29/2004

To: St. Louis

From: St. Louis

Squad 6
Contact: SA [redacted] *man*

Approved By: [redacted]

Drafted By: [redacted]

Case ID #: 149A-SL-186162 (Pending Inactive)

Title: CRASH OF MISSOURI GOVERNOR
MEL CARNAHAN'S AIRCRAFT;
ET AL

Synopsis: Evidence has been returned. Request to close case.

Details: On June 28, 2004, SA [redacted] returned the remaining items being held as evidence in captioned case to [redacted] [redacted] Missouri State Highway, Troop C, St. Louis, Missouri. All investigation is complete and there is no more evidence being held by the FBI. It is requested that this case be placed in a closed status.

◆◆

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b6
b7C

b6
b7C

UPLOADED TO AOS/ECF:
BY SL *W7-2-04*

Close
C-4
6/28/04

9
149A-SL-186162-95

FOIPA

DO NOT DESTROY

SERIALS All 149A-SL-186162

PRIOR TO ~~11/2007~~ 1/2008

FILE NUMBER 190-SL-186205
190-SL-186455

KEEP AS TOP SERIAL IN FILE